



Preliminary Draft Overall Work Program

FOR THE FISCAL YEAR 2022-23



SACRAMENTO, CALIFORNIA

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SACOG MISSION

Provide leadership and a dynamic, collaborative public forum for achieving an efficient regional transportation system, innovative and integrated regional planning, and high quality of life within the greater Sacramento region.



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

**FISCAL YEAR 2022-2023
OVERALL WORK PROGRAM**

MARCH 1, 2022

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Overall Work Program Prospectus

SACOG

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INTRODUCTION

The Overall Work Program (OWP) defines the continuing, comprehensive, and coordinated metropolitan planning process for the six-county Sacramento Region: El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties (excludes the Tahoe Basin in Placer and El Dorado counties). It establishes transportation, air quality, and other regional planning objectives for the Fiscal Year 2022-2023 (FY 2022-2023), the methods and timing for achieving those objectives, and identifies planning responsibilities and funding to complete the work. The OWP also serves as a management tool for the Sacramento Area Council of Governments (SACOG) in that it identifies all projects and services to be provided during the year beyond those mandated by the metropolitan planning process. The OWP, therefore, presents an annual blueprint for the agency's use of resources for the FY 2022-2023.

Because the metropolitan planning process encompasses coordination and interaction of work being performed within the region, including some work not undertaken directly by SACOG, this document includes a summary of other major planning activities. These activities are projects and plans by Caltrans, the El Dorado County Transportation Commission, and the Placer County Transportation Planning Agency. The OWP identifies all regional planning efforts in the areas of transportation.

The OWP is organized in three sections:

- a. The SACOG Prospectus describes the organizational structure, institutional relationships, consultation, outreach processes, and planning emphasis areas required by federal transportation planning regulations.
- b. The Direct Services Project section contains the SACOG Overall Work Program, an overview of the Work Programs of the Placer County Transportation Planning Agency, the El Dorado County Transportation Commission, Caltrans District 3 (as it relates to regional studies), and regional planning efforts in the area. This section also contains the SACOG proposed budget summary which shows the use of projected revenues to complete the OWP during FY 2022-2023 and shows how resources will be allocated throughout the SACOG program.
- c. The Appendix contains maps, charts, certifications, policies, goals, work profile, adopting resolution, and glossary.

SACOG produces two documents related to fulfilling its duties as a Metropolitan Planning Organization under Title 23 of the Code of Federal Regulations (23 CFR Section 450). These documents, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS or 2024 Blueprint), and Metropolitan Transportation Improvement Program (MTIP), are updated periodically to comply with federal and state guidance. Together, they:

- Identify transportation facilities designated as the Metropolitan Transportation System.
- Provide for the integrated management and operations of the system.
- Consider the Federal/California Planning Emphasis Areas and the eight planning factors included in Federal Code.
- Result in a financially constrained MTP/SCS and MTIP.
- Coordinate with mobile source emissions budget and transportation control measures of the State Implementation Plan to achieve and maintain ambient air quality standards through the air quality conformity process and finding.

- Establish and use a working partnership with state agencies, public transit operators, freight interests, and other regional stakeholders in the planning process.
- Embrace a flexible expenditure plan for federal transportation funds in addition to other local, state, and federal funds to supplement these sources; and
- Reflect the results of established government-to-government relations with Native American Tribal Governments.

NEEDS, PRIORITIES, GOALS, AND ISSUES FACING THE REGION

SACOG is where local government leaders in the Sacramento region come together to advance the goals of economic prosperity, connected communities, and vibrant places. These goals encompass most of the region's key needs. SACOG works with its 28 member cities and counties to solve challenges that are too big for any one jurisdiction to solve on its own. SACOG plays a central role in transportation infrastructure planning and funding assistance for cities, counties, transit operators, and other entities responsible for providing for the travel needs of the region's residents. As the only public agency with members from every jurisdiction in the region, SACOG also serves as a forum for the study, planning, and resolution of other issues facing local governments in a wide variety of topics from protecting our agricultural and natural resources, challenges related to flooding and wildfires, airport planning, and housing affordability. We also help our member agencies and partners find efficiencies by sharing resources for things such as joint procurements of fuel to keep vehicle fleets running, purchasing software that helps transit operators efficiently manage bus and light rail service, and operating an aerial imagery cooperative.

SACOG works toward the three strategic goals for the region: (1) economic prosperity; (2) connected communities; and (3) vibrant places. These goals were developed in 2019 with board input and feedback and are used to focus and align the agency's resources on strategically important work.

The 2022 work plan is a calendar year work plan, but it feeds into the Overall Work Program. The 2022 work plan highlights strategic objectives and programs in service under each goal:

Goal 1: Economic Prosperity

The goal of economic prosperity means developing a diversified regional economy by supporting the expansion of key economic clusters including agriculture and food, health sciences, and innovative mobility. It also means support development that provides a high quality of life for all and is attractive to both new and existing businesses.

Objectives:

1. Invest in and protect the transportation infrastructure needed to implement the region's economic prosperity plan.
2. Establish the Sacramento region as a testbed and scale-up location for innovative mobility solutions.
3. Improve people's ability to get to jobs, schools, and other economic opportunities.
4. Support the development of employment centers that include housing and other services.
5. Begin sustained effort to address the racial inequities related to economic prosperity indicators associated with housing, transportation, and opportunity.

Projects and Programs:

The 2022 Work Plan includes projects and program like Economic Prosperity Plan Implementation, the 2024 Blueprint (Metropolitan Transportation Plan/Sustainable Communities Strategy) update, Engage, Empower and Implement (EEI), and Race, Equity, and Inclusion Initiative (REI).

Goal 2: Connected Communities

The goal of Connected Communities means better connect the region through a safe, well-maintained, multimodal transportation network, and an abundance of clean mobility options that provide for the efficient movement of people and goods.

Objectives:

1. Develop more sustainable sources of future transportation funding while winning new competitive state and federal transportation grants.
2. Support innovative mobility options that develop equitable, accessible transportation options for all residents.
3. Prioritize cost-effective transportation investments that enhance mobility while improving safety, air quality, and the condition of transportation infrastructure and assets.

Projects and Programs:

The 2022 Work Plan includes projects and program like Innovative Mobility Solutions, Next Generation Transit Strategy Implementation, Technical Assistance for Transportation Project Sponsors, 2022-2023 Funding Round, Sacramento Region Parks and Trails Strategic Development Plan, and Mileage Based Pricing Pilot.

Goal 3: Vibrant Places

The goal of Vibrant Places means ensuring the region's growth patterns enhance the vitality of existing communities and foster multi-modal mobility. Ensure new development encourages a healthy mix of uses that include a diversity of housing, businesses, essential services, and amenities near one another.

Objectives:

1. Develop tools and funding to help revitalize older commercial and retail corridors throughout the region.
2. Identify incentives and help remove barriers to infill and affordable housing in cities, suburbs, and towns throughout the region.
3. Encourage development patterns that promote walkable neighborhoods.

Projects and Programs:

The 2022 Work Plan includes projects and program like Green Means Go, Housing Program, and the 2024 Blueprint update.

SACOG ORGANIZATION

Originally formed in 1965, SACOG is joint powers authority of city and county governments, organized "... to provide a forum for the discussion and study of area-wide problems of mutual interest and concern to the cities and counties, and to facilitate the development of policies and action recommendations for the solution of such problems."¹ SACOG serves six counties and 22 cities, comprising a 6,190 square mile area with an estimated population of 2.5 million. Member agencies are El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties; the cities of Auburn, Citrus Heights, Colfax, Davis, Elk Grove, Folsom, Galt, Isleton, Lincoln, Live Oak, Marysville, Placerville, Rancho Cordova, Rocklin, Roseville, Sacramento, West Sacramento, Wheatland, Winters, Woodland, Yuba City; and the town of Loomis.

¹ Joint Powers Agreement of the Sacramento Area Council of Governments adopted October 21, 1980, and revised January 20, 1983; February 1, 1988; June 16, 1988; April 27, 1999; October 2, 2002; and May 15, 2003.

SACOG is governed by a thirty-two-member Board of Directors (thirty-one voting and one non-voting). Voting members are appointed by member jurisdictions from their county board of supervisors or city councils. The one non-voting member is the Caltrans District 3 Director. The organization's mission statement is: *Provide leadership and a dynamic, collaborative public forum for achieving an efficient regional transportation system, innovative and integrated regional planning, and a high quality of life within the greater Sacramento Region.*

Under SACOG's Joint Powers Agreement (JPA), each member city (excluding the city of Sacramento) and each member county (excluding Sacramento County) are entitled to one seat and one vote on the SACOG Board. The city of Sacramento may appoint two directors and is entitled to two votes. Sacramento County may appoint three directors and is entitled to three votes. In addition, jurisdictions may appoint an alternate who shall have full voting rights in the absence of the jurisdiction's appointed director.

SACOG's various designations and certifications include:

Designations as:

- Regional Transportation Planning Agency for Sacramento, Sutter, Yolo, and Yuba counties by the California State Secretary of Business, Transportation and Housing Agency.
- Metropolitan Planning Organization (MPO) by the Governor and the U.S. Department of Transportation for the Sacramento, Yuba City, and Davis Urbanized Areas.
- Metropolitan Planning Organization in the Sacramento Metropolitan Planning Area (MPA) by the California State Secretary of Transportation Agency.
- Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba counties.
- Capitol Valley Regional Service Authority for Freeway and Expressways for Sacramento, San Joaquin, Yolo, Yuba, Sutter, and El Dorado counties.
- Area Wide Clearinghouse for the counties of Sacramento, Sutter, Yolo, and Yuba and the cities of Lincoln, Rocklin, and Roseville by the State of California Procedures of Intergovernmental Review of Federal Financial Assistance and Direct Development Activities.
- Metropolitan Planning Organization for the federally designated ozone nonattainment area in Sacramento, Yolo, Yuba, Sutter, El Dorado, and Placer counties.

Joint Certification as:

- Sacramento Area Metropolitan Planning Process by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Board of Directors' Committees

Annually, the Board Chair appoints committees from among the Board's members to make policy recommendations to the Board. Each Board member serves on at least one committee. The current committees are:

Policy & Innovation Committee: Members appointed to consider state and federal advocacy, media, other activities related to external affairs, and operational services such as finance, human resources, audits, and the Overall Work Program. (Meets monthly or as needed)

Land Use & Natural Resources: Members appointed to consider land use, climate, and air quality issues, housing, electric vehicles, Green Means Go, Regional Early Action Planning funding, and other related issues. (Meets monthly or as needed)

Transportation Committee: Members appointed from the SACOG Board and the Caltrans District 3 Director to review all items relating to transportation items including transportation funding rounds, Next Generation Transit and grant funding strategies, long range transportation planning, as well as the SAFE program. (Meets monthly or as needed)

Strategic Planning Committee: Members comprised of the SACOG Chair, Vice Chair, prior year's Chair, the Chairs of the three policy committees, and the board's CALCOG representative; to review the JPA, Board representation, and long-term vision planning. (Meets as needed)

Race, Equity, & Inclusion Working Group: Established in 2020, members comprised of SACOG board members and external members, to develop a racial equity statement of change and commitment, prioritize racial equity in the long-range transportation and land use plan, and build support among key stakeholders and board members and provide direction for a racial equity action plan for 2022. (Meets as needed)

Megaregion Working Group: Made up of board members and commissioners of the Metropolitan Transportation Commission (MTC), San Joaquin Council of Governments (SJCOC), and Sacramento Area Council of Governments (SACOG). The working group is responsible for conducting a number of state and federally mandated planning and programming responsibilities, including the maintenance of long-range Regional Transportation Plans and Sustainable Communities Strategies. (Meets quarterly or as needed)

INSTITUTIONAL RELATIONSHIPS

SACOG's planning process includes many regional planning partners, including the tribal governments and other regional stakeholders. In addition to its member agencies, SACOG has cooperative agreements with the Placer County Transportation Planning Agency and with the El Dorado County Transportation Commission that spell out the planning and programming relationship between the agencies. SACOG's jurisdiction as the federal Metropolitan Planning Organization includes large portions of Placer and El Dorado counties, but under state law, they operate as separate regional transportation planning and programming agencies (RTPAs). Furthermore, SACOG is a close working partner of the transit agencies and has a memorandum of understanding with all the Sacramento urbanized area operators and applicable jurisdictions to identify joint planning projects. Cooperation in the programming process relies on the efforts of the staff and boards of the county transportation agencies in setting county-wide priorities for 2021 Infrastructure Investment and Jobs Act, MAP-21, FAST Act and STIP funding.

Tribal governments are unique and important sovereign nations. As such, direct and individual outreach for various plans and projects is important. The Sacramento region has four federally recognized tribes: Shingle Springs Band of Miwok Indians, United Auburn Indian Community, Wilton Rancheria, and Yocha Dehe Wintun Nation. SACOG staff reach out to all four tribes and will occasionally meet. While the six-county SACOG region only has four federally recognized tribes, it is important to note that there are still other tribes that have connections to the lands within the SACOG region, this include tribes not recognized by the federal government all together and/or tribes that are only recognized with limited boundaries outside of the region. To the extent feasible and when appropriate, SACOG staff will also reach out to neighboring tribes just outside the region, including, but not limited, to Buena Vista Rancheria of Me-Wuk Indians in Amador County, Enterprise Rancheria Estom Yumeka Maidu in Butte County, Greenville Rancheria of Maidu Indians in Plumas County, Lone Band of Miwok Indians of California in Amador County, and Washoe Tribe of Nevada and California in South Lake Tahoe area. SACOG also coordinates with PCTPA and EDCTC for tribes with their jurisdictions to ensure consistent communication. SACOG will also reach out to other tribes in the region as part of notification requirements.

SACOG informs all tribal governments and land management agencies through public notices during times of plan or project specific recommendations. SACOG keeps contact lists of all federally designated tribes in the region and logs outreach and engagement for tribal governments specifically. During specific plans or projects, SACOG will log communication efforts with tribal governments. Federal land management agencies receive public communication through our Regional Planning Partnership contact lists or receive direct communication from staff as needed.

INTERAGENCY AND COMMUNITY CONSULTATIONS/OUTREACH

Advisory Committees

The Board has established a number of advisory committees as a means of obtaining advice from citizens, key interest groups in the community, and partner planning agencies on a variety of subjects. SACOG seeks advice from local agencies on transportation and land use plan content and investment decisions. SACOG works not only with the agency staff, but with governing boards, technical committees, and advisory committees. These advisory committees typically include representatives of citizens' advocacy groups, the private sector, major colleges and universities, transportation management professionals, and private citizens unaffiliated with any of the above groups. Committees are augmented, restructured, added to, or discharged from time to time based upon the issues and concerns faced by the Board. Currently these committees are:

5310 Regional Evaluation Committee: The role of the committee is to objectively review and score local project applications for the FTA Section 5310 Grant Program. The program provides funds to rural and small urban areas on a statewide competitive basis for the purchase of equipment and operations to transport elderly and disabled persons. The program apportions funds to the Sacramento Urbanized Area and on a competitive basis for the purchase or equipment and operations of transportation for seniors and persons with disabilities. Eligible applicants are private, nonprofit organizations and public bodies that coordinate transportation service. The established scoring criteria are project need, project effectiveness, ability of the applicant, and service coordination efforts. (Meets as needed)

Regional Planning Partnership: A committee with representatives from local, regional, state, federal agencies, and tribal governments, as well as representatives of business, environmental, and minority organizations and associations. The Partnership assists SACOG with its transportation and air quality planning responsibilities. It also serves as the primary forum for interagency and public consultation requirements of federal transportation and air quality regulations, and information sharing between SACOG staff and partners. (Meets quarterly or as needed)

SACSIM Travel Demand Model User Group: The Sacramento Activity-Based Travel Simulation Model (SACSIM) User Group is composed of planning and engineering professionals from local public agencies, as well as consultants and others who are registered users of the SACSIM travel demand model. The User Group has two roles: one is to provide SACSIM users with training and technical support on the model; the other is to provide a forum for discussion of issues related to SACSIM. Proposed SACSIM changes and improvements and the results of changes and improvements made are presented for information and discussion. Modeling issues of a more general nature, but germane to SACSIM or the Sacramento region, are also discussed. The SACSIM User Group meets at least once per year, and on an as-needed basis.

Sacramento Region Intelligent Transportation Systems (ITS) Partnership: A forum for technical staff to share information, coordinate on project planning and implementation, and provide advice and input to SACOG on ITS funding advocacy efforts. (Meets quarterly)

Transit Coordinating Committee (TCC): The Committee provides a forum for the discussion of transit plans and issues, coordinates transit studies and systems on a regional basis, disseminates federal, state and local transit information, reviews and comments on the MTP and the MTIP, and gives input into SACOG's Overall Work Program. (Meets at least quarterly)

Ad Hoc Committees

Occasionally, projects of great significance warrant the formation of committees of stakeholders or special groups. In these circumstances, the Board has appointed special committees to assist in guiding efforts on these projects. Currently the following are active Ad Hoc Committees:

Community Design Grant Review Committee: A committee made up of members from many of SACOG's advisory committees, such as the Transit Coordinating Committee, Regional Planning Partnership, Transportation Demand Management Task Force, etc., who review the grant applications for the Community Design Grant Program.

SACOG Participation in Other Public/Private Efforts in Regional Planning-Related Issues

Cooperation and coordination in transportation and air quality issues with other agencies or groups is obtained through participation in the following activities and organizations:

Liaison to Local Transportation Planning Agencies: SACOG maintains liaisons with each city and county and with other transportation agencies throughout the region to help coordinate transportation planning and programming and to facilitate information exchange. In some cases, SACOG liaisons serve on both the technical and advisory committees. SACOG maintains liaisons with the following:

- Air Districts – 5 districts within the Sacramento Air Quality Planning Area
- Caltrans District 3
- El Dorado County Transportation Commission (EDCTC) as the RTPA for El Dorado County
- Native American Tribal Governments
- Paratransit, Inc.
- Placer County Transportation Planning Agency (PCTPA) as the RTPA for Placer County
- Sacramento Regional Transit District (SRTD)
- Sacramento Transportation Authority (STA)
- Tahoe Regional Planning Agency (TRPA)
- Transit Operators – 11 Regional Operators
- Transportation Management Associations (TMAs)
- Yolo County Transportation Advisory Committee
- Yolo County Transportation District (YCTD)

California Federal Programming Group: The purpose of this group is to facilitate integration, improvement, and maintenance of state and local databases used in transportation programming and discussion of federal programming issues. The group's membership includes representatives from Caltrans and several MPOs across the state. (Meets as needed)

California Service Authority for Freeways and Expressways (SAFE) Committee: SACOG serves on the California SAFE Committee for Capitol Valley Regional SAFE (CVR-SAFE) that covers the counties of Sacramento, El Dorado, Sutter, Yuba, Yolo, and San Joaquin. The committee is composed of SAFE project managers from all SAFE counties, Caltrans, and the California Highway Patrol. The Sacramento

Transportation Authority operates the Freeway Service Patrol for CVR-SAFE in Sacramento and Yolo counties. The committee meets approximately every other month to discuss statewide and local call box program issues.

Caltrans Regional Coordination Committee: Caltrans and regional agency representatives meet annually, or as needed, to discuss issues of mutual interest and to forge partnerships for common benefit on state and federal legislation and regulatory matters. SACOG management participates regularly in these meetings.

Capitol Corridor Joint Powers Authority (CCJPA): SACOG continues to be very active in the work of the CCJPA that administers the Auburn-Sacramento-Oakland-San Jose (Capitol Corridor) rail service. SACOG is a member of the Staff Coordinating Group (SCG) formed to advise the CCJPA Board on the Capitol service and attends regularly both the SCG and Board meetings.

Central Valley Rail Committee: The counties of Sacramento, San Joaquin, and Stanislaus have formed a committee to coordinate rail planning activities in their jurisdictions. This committee meets in Stockton; SACOG attends the meetings as appropriate.

Regional Managers Forum: A twenty-seven-member committee composed of county executives and city managers. Advises SACOG on a wide range of administrative issues including program, relationships with members, and administration of state and federal programs. (Meets quarterly)

Regional Transportation Planning Agencies Group: Membership composed of state-designated regional transportation planning agencies (RTPAs). The group meets in conjunction with the California Transportation Commission (CTC) and coordinates the regional agencies' responses to the development and implementation of state transportation policy.

Rural Counties Task Force: The task force consists of representatives from rural counties who meet to discuss transportation issues affecting rural areas and to provide input to California Transportation Commission (CTC) deliberations of rural issues.

San Joaquin Valley Rail Committee: SACOG participates in the work of the San Joaquin Valley Rail Committee as appropriate. While the agency does not participate as actively in the San Joaquin Valley Rail Committee's activities as it does in the Capitol Corridor and Regional Rail efforts, SACOG understands the value of the San Joaquin service to the region and fully supports Caltrans' efforts to build ridership and revenues on this important line. SACOG attends these meetings when feasible.

Public Involvement

Consultation and public participation during the development of transportation plans, programs, and projects is an integral part of the transportation planning process. An open and accessible consultation and public participation process is critical for discussing and resolving regional transportation issues. SACOG has an adopted Public Participation Plan that outlines specific procedures for consultation and public participation. This document includes evaluation procedures that measure the effectiveness of SACOG's outreach and involvement efforts and ensures there is adequate effort made to include the traditionally underserved and underrepresented in the planning process, including coordination and consultation with Native American tribal governments.

Fiscal Year 2020-2021 has of course presented significant challenges for public outreach in that the in-person events SACOG has often used in the past as a way to engage with and hear from different samples of the population were all cancelled due to the Covid-19 pandemic. In response, SACOG has been trialing

new forms of public engagement. A good example is the public engagement for the Caltrans funded Regional Parks & Trails Strategic Development Plan. The outreach goal for the plan is to survey as many people as possible, with particular attention to traditionally under-served and disadvantaged communities. In-person surveys gathered at large public events would have been the preferred method to ask where people want to go via a trail and why they want to go there. But since that was not possible, SACOG researched and then used an online map-based survey tool called Maptionnaire. Spreading the link to the [online survey](#) via virtual engagement is now the centerpiece of the outreach strategy for this project, using public media (via a partnership with the Sacramento Bee), social media, and our own database of stakeholders and partners to distribute the link. For example, in April 2021 we emailed a list of about 32,000 people to spread the survey link, resulting in a one-day spike of about 1,300 responses.

Our established relationships with Community Based Organizations (CBOs) became even more critical during the pandemic. We are partnering with CBOs in order to access their networks of clients and contacts to spread the survey link. Realizing that some of the disadvantaged communities we wish to reach are also the most likely to lack internet access, we also trialed distributing a paper-based version of the survey through CBOs. The first trial was at a Covid-19 vaccination clinic organized by La Familia Counseling Center, on the theory that people waiting for vaccinations might be prepared to respond to a survey while they were waiting. La Familia staff agreed to distribute the paper surveys and that resulted in about 50 completed surveys from a segment of the population we would have otherwise struggled to engage. One caveat is that tapping into the CBO network is a process that takes a lot of up-front relationship building in order for them to feel comfortable partnering with a public agency that works in a different sector. But initial responses have been encouraging and we believe such partnerships are crucial to engage with disadvantaged communities. We believe such partnerships will evolve as COVID cases recedes and will be a vital part of the public engagement mix long after the COVID era. In that sense, it seems likely that although public engagement has declined during COVID times, the innovations we were forced to explore will result in more and better-quality public engagement in the future.

SACOG uses a mix of committees, public hearings, workshops, social media, surveys, and publications to inform, gauge, and respond to public concerns regarding regional issues. The direct involvement of citizens and organizations that represent specific segments of the population is encouraged to ensure that plans and programs reflect the diverse interests within the region. SACOG allows for public participation at all levels of the planning process. All committee and Board of Directors' meetings are open to the public. SACOG also schedules public hearings during the development of the Metropolitan Transportation Plan, Metropolitan Transportation Improvement Program, TDA Unmet Transit Needs process, and air quality conformity process to allow for public review and comments. All public hearings are noticed in advance via the SACOG website, local print media, and electronic mail to stakeholder lists. The SACOG Board of Directors also provides for public comment on all items requesting action included in the monthly board agenda, regardless of whether or not a public hearing is required by law. All meeting agendas are posted to the SACOG website and are available for public review and comment.

Additionally, SACOG communicates with citizens and groups through the local media, agency publications, community outreach, local events, special presentations, and workshops. Newsletters, report summaries, portable information boards, PowerPoint and oral presentations, handouts, and news releases are used to present technical and policy issues in plain terms to a broad audience. Staff members make presentations on specific issues to local community, civic, and business groups.

Additional information on individual topics and copies of full reports are made available on request through the agency's Regional Information Center, or via the Internet at SACOG's website at www.sacog.org. SACOG also uses its website for public access to the times and places for citizen involvement in the various projects and issues throughout the SACOG region.

The public is invited to review and comment on the OWP through public notices published via the Internet at SACOG's website at www.sacog.org. The notice provides information for written comments and attendance at the public hearing held at the SACOG Board of Directors meeting.

Federal Certification Process

Federal urban transportation planning regulations require that SACOG annually certify that its planning process is being carried out in conformance with all applicable federal requirements. This certification is executed with the adoption of the Overall Work Program and Budget and authorizing resolution. In essence, the certification finding to be made by the Board of Directors is based upon five factors: (1) The agency must be officially designated as the Metropolitan Planning Organization (MPO) for the Sacramento Region; SACOG must have (2) an adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), (3) Metropolitan Transportation Improvement Program (MTIP) and (4) Overall Work Program (OWP), which meet the necessary federal requirements; and finally, (5) the MTP/SCS and MTIP must be found to be consistent with the regionally-adopted air quality plan.

As the basis for determining the adequacy of compliance, SACOG maintains on file copies and provides Caltrans with the appropriate documents and endorsements. Annually, as a part of the OWP adoption process, the Board makes the required certification finding, which is transmitted to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Caltrans notifies SACOG if there are any deficiencies in the planning process, which could result in conditional certification. In such a case, the corrective actions, and the date by which they must be taken are specified in an agreement between SACOG and Caltrans.

In addition to the annual certification, a quadrennial review is conducted by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to jointly review SACOG's transportation planning process and ensure that the agency's planning activities are conducted in accordance with FHWA and FTA regulations, policies, procedures, and guidance. SACOG underwent a quadrennial review in 2019 and was recertified in May 2019.

Federal and California Planning Emphasis Areas (PEAs)

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance program per Title 23 Code of Federal Regulations Part 450 (23 CFR 450). In December 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly issued updated Planning Emphasis Areas (PEAs). The FHWA and FTA encouraged but not required to include these PEAs in the development of FY 2022-23 Overall Work Programs:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Due to the recent release of these new PEAs, their full integration into SACOG's planning processes will occur during the coming fiscal year. The matrix below illustrates how some SACOG's work program for FY 2022-23 addresses these eight (8) PEAs.

PROJECT CODE	PROJECT NAME	2021 PLANNING EMPHASIS AREAS							
		Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future	Equity and Justice ⁴⁰ in Transportation Planning	Complete Streets	Public Involvement	Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination	Federal Land Management Agency (FLMA) Coordination	Planning and Environment Linkages (PEL)	Data in Transportation Planning
SAC101	EDUCATION AND OUTREACH	x	x	x	x		x	x	x
SAC106	LEGISLATIVE ANALYSIS	x	x	x	x			x	x
SAC107	MODEL DEVELOPMENT AND SUPPORT								x
SAC108	MODEL DEVELOPMENT AND SUPPORT -								x
SAC109	PEDESTRIAN AND BICYCLE PLANNING		x	x	x				x
SAC113	REGIONAL AIR QUALITY (AND CLIMATE)	x						x	x
SAC114	PROGRAMMING, PROJECT DELIVERY, AND THE								x
SAC116	TRANSIT TECHNICAL ASSISTANCE AND	x	x		x				x
SAC117	TRANSIT ASSET MANAGEMENT PLAN	x							x
SAC118	DATA DEVELOPMENT, MONITORING, AND								x
SAC119	DATA DEVELOPMENT, MONITORING, AND								x
SAC120	REGIONAL HOUSING NEEDS PLANNING		x						
SAC125	BLUEPRINT AND MTP/SCS IMPLEMENTATION	x	x	x	x		x	x	x
SAC126	MTP/SCS UPDATE	x	x	x	x	x	x	x	x
SAC127	MTP/SCS UPDATE - PCTPA	x	x	x	x	x	x	x	x
SAC129	PERFORMANCE-BASED PLANNING AND							x	x
SAC130	PERFORMANCE-BASED PLANNING AND							x	x
SAC132	TRANSPORTATION DEVELOPMENT ACT								x
SAC133	TRANSPORTATION DEMAND MANAGEMENT	x	x		x				x
SAC139	RACE, EQUITY & INCLUSION INITIATIVE		x		x				
SAC140	ENGAGE, EMPOWER, & IMPLEMENT		x		x				
SAC142	TRANSFORMATIVE MOBILITY TEAM	x				x		x	
SAC201	SACOG BIG DATA FOR TRANSPORTATION								x
SAC208	REMX PROJECT								x
SAC209	SAC REGION PARKS AND TRAILS STRATEGIC	x	x	x	x				
SAC213	REGIONAL BIKE SHARE PILOT PROJECT	x							
SAC218	OPEN DATA PORTAL								x
SAC222	SACRAMENTO REGIONAL EMERGENCY	x	x						
SAC223	COORDINATED RURAL OPPORTUNITIES PLAN							x	
SAC225	2022 IMAGERY COLLECTION								x
SAC226	LEVERAGING ROAD PRICING AND SHARED	x	x						
SAC227	REGIONAL TRANSIT STUDY AND TRANSIT	x	x		x				x
SAC228	GREEN MEANS GO - SGC	x	x		x				
SAC229	GREEN MEANS GO - REAP	x	x		x				
SAC500	SACOG SERVICE TO SAFE								x
SAC501	SACOG SERVICE TO ITS PLANNING AND OPS								x
SAC502	SACOG SERVICE TO 511/STARNET OPS								x
SAF100	SERVICE AUTHORITY FOR FREEWAYS AND								x
SAF200	GLENN COUNTY SAFE								x
SAF400	511/STARNET OPERATIONS								x
SAF450	TDM SAFE				x				x

The FHWA and FTA have determined that the FY 2022-23 OWP's have the option to continue to reference previous Federal and state PEAs in the absence of full updates. The current PEAs emphasis for California's transportation planning and air quality programs are summarized below.

Planning Factors

The Metropolitan Planning program under SAFETEA-LU provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Eight planning factors from MAP-21 are found in the Code of Federal Regulations (23 CFR 450), and two added by the FAST Act. The matrix below illustrates how SACOG's work program for FY 2022-23 addresses these 10 planning factors.

PROJECT CODE	PROJECT DESCRIPTION	PLANNING FACTORS									
		1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	2. Increase the safety of the transportation system for motorized and non-motorized users.	3. Increase the security of the transportation system for motorized and non-motorized users.	4. Increase the accessibility and mobility of people and for freight.	5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and State and local planned growth and economic development patterns.	6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.	7. Promote efficient system management and operation.	8. Emphasize the preservation of the existing transportation system	9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	10. Enhance travel and tourism
SAC104	SACOG CIVIC LAB IMPLEMENTATION				X						
SAC107	MODEL DEVELOPMENT AND SUPPORT	X				X	X	X	X		X
SAC109	PEDESTRIAN AND BICYCLE PLANNING		X	X		X	X	X	X		X
SAC113	REGIONAL AIR QUALITY (AND CLIMATE) PLANNING					X		X			
SAC114	PROGRAMMING, PROJECT DELIVERY, AND THE MTIP	X	X	X		X	X	X	X	X	
SAC116	TRANSIT TECHNICAL ASSISTANCE AND PROGRAMMING	X	X	X	X		X	X	X		X
SAC117	TRANSIT ASSET MANAGEMENT PLAN	X	X	X		X	X	X	X	X	
SAC118	DATA DEVELOPMENT, MONITORING, AND SUPPORT					X		X			
SAC120	REGIONAL HOUSING NEEDS PLANNING					X					
SAC125	BLUEPRINT AND MTP/SCS IMPLEMENTATION	X	X		X	X	X	X	X	X	
SAC126	MTP/SCS UPDATE				X	X	X	X	X	X	
SAC127	MTP/SCS UPDATE - PCTPA				X	X	X	X	X	X	
SAC129	PERFORMANCE-BASED PLANNING AND PROGRAMMING		X		X		X		X	X	
SAC130	PERFORMANCE-BASED PLANNING AND PROGRAMMING -PCTP		X		X		X		X	X	
SAC132	TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION				X			X			
SAC133	TRANSPORTATION DEMAND MANAGEMENT				X	X		X			
SAC135	SHARED SERVICES	X									
SAC139	RACE, EQUITY & INCLUSION INITIATIVE				X						
SAC140	REMIX PROJECT	X	X	X		X	X	X	X	X	
SAC141	BLUEPRINT ENVIRONMENTAL IMPACT REPORT				X	X	X	X	X	X	
SAC142	TRANSFORMATIVE MOBILITY TEAM		X	X	X		X	X	X		X
SAC143	TRANSFORMATIVE MOBILITY TEAM - PTCPA		X	X	X		X	X	X		X
SAC201	SACOG BIG DATA FOR TP PILOT PROJECT	X	X	X		X	X	X	X	X	
SAC205	TIP FOR ECONOMIC PROSPERITY IN YUBA-SUTTER REGION	X	X	X		X	X	X	X	X	
SAC209	SAC REGION PARKS AND TRAILS STRATEGIC DEV PLAN	X	X	X		X	X	X	X	X	
SAC213	REGIONAL BIKE SHARE PILOT PROJECT				X		X				X
SAC220	PARATRANSIT AND SACRT 4-PARTY AGREEMENT	X									
SAC221	BUILD-OUT INVENTORY DATA COLLECTION					X		X			
SAC222	SACRAMENTO REGIONAL EMERGENCY PREPAREDNESS PLAN		X	X		X	X	X	X		
SAC223	COORDINATED RURAL OPPORTUNITIES PLAN (CROP) GRANT	X	X		X	X	X		X	X	X
SAC225	2022 IMAGERY COLLECTION	X									
SAC226	LEVERAGING ROAD PRICING AND SHARED USE MOBILITY INC						X	X			
SAC227	REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY ACTIVIT				X		X	X			
SAC228	GREEN MEANS GO - SGC	X				X					
SAC229	GREEN MEANS GO - REAP	X				X					
SAC400	SACOG MANAGED FUND PROJECTS	X	X	X		X	X	X	X	X	
SAC500	SACOG SERVICE TO SAFE		X	X	X		X	X	X	X	X
SAC501	SACOG SERVICE TO ITS PLANNING AND OPS		X	X	X		X	X	X	X	X
SAC502	SACOG SERVICE TO 511/STARNET OPS		X	X	X		X	X	X	X	X
SAF100	SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS		X	X	X		X	X	X	X	X
SAF200	GLENN COUNTY SAFE		X	X	X		X	X	X	X	X
SAF400	511/STARNET OPERATIONS		X	X	X		X	X	X	X	X
SAF450	TDM SAFE		X	X	X		X	X	X	X	X

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Overall Work Program Direct Services

SACOG

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FY 2022-23 Total Direct Services and Pass-Through Project Expenditure Estimates

Project Code	Project Name	Total Expenditures	Salaries & Benefits	Indirect Services	Consultant	Pass-Through	Other
SAC100	PROGRAM MANAGEMENT	\$ 949,462.33	\$ 683,015.83	\$ 216,446.50	\$ -	\$ -	\$ 50,000.00
SAC101	EDUCATION AND OUTREACH	531,314.09	287,580.38	91,133.71	152,000.00	-	600.00
SAC102	EDUCATION AND OUTREACH (LOCAL)	72,766.38	47,662.29	15,104.09	-	-	10,000.00
SAC104	SACOG CIVIC LAB IMPLEMENTATION	63,357.34	48,111.04	15,246.30	-	-	-
SAC105	OVERALL WORK PROGRAM	26,873.65	20,406.78	6,466.87	-	-	-
SAC106	LEGISLATIVE ANALYSIS	1,132,441.66	828,858.03	262,663.63	35,000.00	-	5,920.00
SAC107	MODEL DEVELOPMENT AND SUPPORT	1,134,993.74	739,830.32	255,163.42	60,000.00	-	80,000.00
SAC108	MODEL DEVELOPMENT AND SUPPORT - PCTPA	200,467.65	152,227.14	48,240.51	-	-	-
SAC109	PEDESTRIAN AND BICYCLE PLANNING	217,920.74	165,480.32	52,440.42	-	-	-
SAC113	REGIONAL AIR QUALITY (AND CLIMATE) PLANNING	531,706.76	248,847.45	78,859.31	200,000.00	-	4,000.00
SAC114	PROGRAMMING, PROJECT DELIVERY, AND THE MTP	1,453,427.92	970,102.50	322,540.43	50,000.00	-	110,785.00
SAC116	TRANSIT TECHNICAL ASSISTANCE AND PROGRAMMING	458,660.37	310,320.39	98,339.98	50,000.00	-	-
SAC117	TRANSIT ASSET MANAGEMENT PLAN	122,185.00	45,233.71	14,334.48	-	-	62,616.81
SAC118	DATA DEVELOPMENT, MONITORING, AND SUPPORT	1,726,838.53	1,108,922.86	351,415.67	250,000.00	-	16,500.00
SAC119	DATA DEVELOPMENT, MONITORING, AND SUPPORT - PCTPA	149,959.46	113,873.23	36,086.22	-	-	-
SAC120	REGIONAL HOUSING NEEDS PLANNING	33,702.44	21,795.49	6,906.95	-	-	5,000.00
SAC122	AIRPORT LAND USE COMMISSION - GENERAL	22,645.57	2,008.94	636.63	20,000.00	-	-
SAC123	ALUCP/MATHER AIRPORT	80,429.49	15,513.34	4,916.15	40,000.00	-	20,000.00
SAC125	BLUEPRINT AND MTP/SCS IMPLEMENTATION	55,820.30	42,387.71	13,432.59	-	-	-
SAC126	MTP/SCS UPDATE	1,569,974.72	1,066,881.78	338,092.93	155,000.00	-	10,000.00
SAC127	MTP/SCS UPDATE - PCTPA	71,640.59	54,401.01	17,239.58	-	-	-
SAC129	PERFORMANCE-BASED PLANNING AND PROGRAMMING	97,668.52	74,165.58	23,502.94	-	-	-
SAC130	PERFORMANCE-BASED PLANNING AND PROGRAMMING - PCTPA	9,961.30	7,564.21	2,397.09	-	-	-
SAC132	TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION	1,164,018.64	164,323.82	52,073.92	311,987.00	-	635,633.90
SAC133	TRANSPORTATION DEMAND MANAGEMENT	1,478,940.00	571,533.34	181,117.90	75,000.00	615,788.76	35,500.00
SAC135	SHARED SERVICES	61,873.14	37,871.67	12,001.47	-	-	12,000.00
SAC139	RACE, EQUITY & INCLUSION INITIATIVE	165,648.38	84,021.97	26,626.41	52,500.00	-	2,500.00
SAC140	ENGAGE, EMPOWER, & IMPLEMENT	194,252.60	94,352.47	29,900.13	70,000.00	-	-
SAC141	BLUEPRINT ENVIRONMENTAL IMPACT REPORT	347,157.39	172,494.27	54,663.12	75,000.00	-	45,000.00
SAC142	TRANSFORMATIVE MOBILITY TEAM	369,779.47	269,654.40	100,125.07	-	-	-
Total - Core and Long-Range		14,495,888.17	8,449,442.27	2,728,114.43	1,596,487.00	615,788.76	1,106,055.71
SAC205	TIP FOR ECONOMIC PROSPERITY IN YUBA-SUTTER REGION	3,196.00	-	-	3,196.00	-	-
SAC208	REMIX PROJECT	100,000.00	5,394.97	1,709.66	-	-	92,895.37
SAC209	SAC REGION PARKS AND TRAILS STRATEGIC DEV PLAN	1,851.81	1,406.19	445.62	-	-	-
SAC221	BUILD-OUT INVENTORY DATA COLLECTION	26,763.71	1,339.29	424.42	25,000.00	-	-
SAC222	SACRAMENTO REGIONAL EMERGENCY PREPAREDNESS PLAN	277,211.50	35,850.53	11,360.97	230,000.00	-	-
SAC223	COORDINATED RURAL OPPORTUNITIES PLAN (CROP) GRANT	112,177.20	19,562.34	6,199.27	86,415.58	-	-
SAC226	LEVERAGING ROAD PRICING AND SHARED USE MOBILITY	520,495.63	71,756.21	22,739.42	350,000.00	-	76,000.00
SAC227	REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY ACTIVITIES	734,379.55	177,978.48	56,401.06	500,000.00	-	-
Total - Discretionary and Partnership		1,776,075.39	313,288.02	99,280.41	1,194,611.58	-	168,895.37
SAC213	REGIONAL BIKE SHARE PILOT PROJECT	572,765.50	52,972.39	16,786.86	65,000.00	321,506.25	116,500.00
SAC215	CONNECT CARD IMPLEMENTATION	1,058,091.82	6,001.39	1,901.83	984,622.00	-	65,566.60
Total - Regional Projects		1,630,857.32	58,973.78	18,688.69	1,049,622.00	321,506.25	182,066.60
SAC217	REGIONAL EARLY ACTION PLANNING FUNDS (REAP)	5,200,883.10	44,810.18	14,200.27	129,177.75	4,998,873.85	13,821.06
SAC218	OPEN DATA PORTAL	6,400.00	-	-	6,400.00	-	-
SAC220	PARATRANSIT AND SACRT 4-PARTY AGREEMENT	41,964.71	9,085.52	2,879.19	-	30,000.00	-
SAC225	2022 IMAGERY COLLECTION	259,627.28	20,917.74	6,628.79	232,080.75	-	-
SAC228	GREEN MEANS GO - SGC FUNDS	3,711,050.92	209,622.06	66,428.86	435,000.00	3,000,000.00	-
SAC229	GREEN MEANS GO - REAP 2 FUNDS	9,172,026.14	785,577.91	248,948.24	137,500.00	8,000,000.00	-
SAC400	SACOG MANAGED FUND PROJECTS	1,200,000.00	-	-	-	1,200,000.00	-
Total - Pass Through		19,591,952.16	1,070,013.41	339,085.34	940,158.50	17,228,873.85	13,821.06
SAF100	SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS	1,942,902.00	-	-	\$0	1,042,000.00	900,902.00
SAF200	GLENN COUNTY SAFE	17,593.00	-	-	-	-	17,593.00
SAC500	SACOG SERVICE TO SAFE	270,222.96	205,196.54	65,026.42	-	-	-
SAC501	SACOG SERVICE TO ITS PLANNING AND OPS	31,111.83	23,625.08	7,486.75	-	-	-
SAF400	511/STARNET OPERATIONS	485,000.00	-	-	485,000.00	-	-
SAC502	SACOG SERVICE TO 511/STARNET OPS	21,043.88	15,979.88	5,064.00	-	-	-
SAC201	SACOG BIG DATA FOR TRANSPORTATION PLANNING PILOT PROJECT	198,615.95	83,997.35	26,618.61	88,000.00	-	-
Total - Services to Other		2,966,489.62	328,798.85	104,195.77	573,000.00	1,042,000.00	918,495.00
SAC300	BOARD OF DIRECTORS AND ADVOCACY	1,071,635.44	\$373,274	\$118,290	\$215,000	\$0	\$365,071
SAC600	OTHER LOCAL EXPENSES/CAPITAL ASSETS	262,500.00	\$0	\$0	\$0	\$0	\$262,500
Total - Board & Advocacy and Other Local		1,334,135.44	373,274.43	118,290.00	215,000.00	-	627,571.00
TOTAL ALL WORK ELEMENTS		41,795,398.09	10,593,790.77	3,407,654.65	5,568,879.08	19,208,168.86	3,016,904.74

FY 2022-23 Total Direct Services and Pass-Through Project Revenue Estimates

Project Code	Project Name	Toll Credits ^{1,2}	FHWA PL	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	FTA 5304	FHWA State Planning & Research Funds (SP&R) Carryover	SB1 Sustainable Communities (RMRA)	SB1 Sustainable Communities (RMRA) Carryover	Other Revenues ³	Total Revenues
SAC100	PROGRAM MANAGEMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 949,462.33	\$ 949,462.33
SAC101	EDUCATION AND OUTREACH	60,941.73	531,314.09	-	-	-	-	-	-	-	-	531,314.09
SAC102	EDUCATION AND OUTREACH (LOCAL)	-	-	-	-	-	-	-	-	-	72,766.38	72,766.38
SAC104	SACOG CIVIC LAB IMPLEMENTATION	-	-	-	-	-	-	-	-	-	63,357.34	63,357.34
SAC105	OVERALL WORK PROGRAM	3,082.41	26,873.65	-	-	-	-	-	-	-	-	26,873.65
SAC106	LEGISLATIVE ANALYSIS	99,924.20	-	-	871,178.72	-	-	-	-	-	261,262.94	1,132,441.66
SAC107	MODEL DEVELOPMENT AND SUPPORT	115,482.61	1,006,823.09	-	-	-	-	-	-	-	128,170.65	1,134,993.74
SAC108	MODEL DEVELOPMENT AND SUPPORT - PCTPA	-	-	-	-	-	-	-	-	-	200,467.65	200,467.65
SAC109	PEDESTRIAN AND BICYCLE PLANNING	24,995.51	217,920.74	-	-	-	-	-	-	-	-	217,920.74
SAC113	REGIONAL AIR QUALITY (AND CLIMATE) PLANNING	60,986.77	-	-	181,706.76	350,000.00	-	-	-	-	-	531,706.76
SAC114	PROGRAMMING, PROJECT DELIVERY, AND THE MTIP	27,831.15	-	-	-	-	-	-	-	-	1,453,427.92	1,453,427.92
SAC116	TRANSIT TECHNICAL ASSISTANCE AND PROGRAMMING	-	-	-	-	-	-	-	-	-	458,660.37	458,660.37
SAC117	TRANSIT ASSET MANAGEMENT PLAN	-	-	-	-	-	-	-	-	-	122,185.00	122,185.00
SAC118	DATA DEVELOPMENT, MONITORING, AND SUPPORT	183,617.21	900,847.54	700,000.00	-	-	-	-	-	-	125,990.99	1,726,838.53
SAC119	DATA DEVELOPMENT, MONITORING, AND SUPPORT - PCTPA	-	-	-	-	-	-	-	-	-	149,959.46	149,959.46
SAC120	REGIONAL HOUSING NEEDS PLANNING	-	-	-	-	-	-	-	-	29,836.77	3,865.67	33,702.44
SAC122	AIRPORT LAND USE COMMISSION - GENERAL	-	-	-	-	-	-	-	-	-	22,645.57	22,645.57
SAC123	ALUCP/MATHER AIRPORT	-	-	-	-	-	-	-	-	-	80,429.49	80,429.49
SAC125	BLUEPRINT AND MTP/SCS IMPLEMENTATION	6,402.59	-	-	-	-	-	-	-	-	55,820.30	55,820.30
SAC126	MTP/SCS UPDATE	79,667.80	694,575.42	-	-	-	-	-	774,991.00	-	100,408.30	1,569,974.72
SAC127	MTP/SCS UPDATE - PCTPA	-	-	-	-	-	-	-	-	-	71,640.59	71,640.59
SAC129	PERFORMANCE-BASED PLANNING AND PROGRAMMING	11,202.58	-	-	97,668.52	-	-	-	-	-	-	97,668.52
SAC130	PERFORMANCE-BASED PLANNING AND PROGRAMMING - PCTPA	-	-	-	-	-	-	-	-	-	9,961.30	9,961.30
SAC132	TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION	-	-	-	-	-	-	-	-	-	1,164,018.64	1,164,018.64
SAC133	TRANSPORTATION DEMAND MANAGEMENT	169,634.42	-	-	-	-	-	-	-	-	1,478,940.00	1,478,940.00
SAC135	SHARED SERVICES	-	-	-	-	-	-	-	-	-	61,873.14	61,873.14
SAC139	RACE, EQUITY & INCLUSION INITIATIVE	-	-	-	-	-	-	-	-	-	165,648.38	165,648.38
SAC140	ENGAGE, EMPOWER, & IMPLEMENT	-	-	-	-	-	-	-	-	-	194,252.60	194,252.60
SAC141	BLUEPRINT ENVIRONMENTAL IMPACT REPORT	-	-	-	-	-	-	-	-	-	347,157.39	347,157.39
SAC142	TRANSFORMATIVE MOBILITY TEAM	42,413.71	369,779.47	-	-	-	-	-	-	-	-	369,779.47
Total - Core and Long-Range		886,182.67	3,748,134.00	700,000.00	1,150,554.00	350,000.00	-	-	774,991.00	29,836.77	7,742,372.40	14,495,888.17
SAC205	TIP FOR ECONOMIC PROSPERITY IN YUBA-SUTTER REGION	-	-	-	-	-	-	-	-	-	3,196.00	3,196.00
SAC208	REMIX PROJECT	-	-	-	-	-	-	-	-	-	100,000.00	100,000.00
SAC209	SAC REGION PARKS AND TRAILS STRATEGIC DEV PLAN	-	-	-	-	-	-	-	-	-	1,851.81	1,851.81
SAC221	BUILD-OUT INVENTORY DATA COLLECTION	-	-	-	-	-	-	-	-	22,132.50	4,631.21	26,763.71
SAC222	SACRAMENTO REGIONAL EMERGENCY PREPAREDNESS PLAN	-	-	-	-	-	211,481.00	-	-	-	65,730.50	277,211.50
SAC223	COORDINATED RURAL OPPORTUNITIES PLAN (CROP) GRANT	-	-	-	-	-	-	-	-	-	112,177.20	112,177.20
SAC226	LEVERAGING ROAD PRICING AND SHARED USE MOBILITY	-	-	-	-	-	-	402,745.63	-	-	117,750.00	520,495.63
SAC227	REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY ACTIVITIES	-	-	-	-	-	-	-	-	-	734,379.55	734,379.55
Total - Discretionary and Partnership		-	-	-	-	-	211,481.00	402,745.63	-	22,132.50	1,139,716.26	1,776,075.39
SAC213	REGIONAL BIKE SHARE PILOT PROJECT	44,891.20	-	-	-	-	-	-	-	-	572,765.50	572,765.50
SAC215	CONNECT CARD IMPLEMENTATION	-	-	-	-	-	-	-	-	-	1,058,091.82	1,058,091.82
Total - Regional Projects		44,891.20	-	-	-	-	-	-	-	-	1,630,857.32	1,630,857.32

FY 2022-23 Total Direct Services and Pass-Through Project Revenue Estimates

Project Code	Project Name	Toll Credits1,2	FHWA PL	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	FTA 5304	FHWA State Planning & Research Funds (SP&R) Carryover	SB1 Sustainable Communities (RMRA)	SB1 Sustainable Communities (RMRA) Carryover	Other Revenues3	Total Revenues	
SAC217	REGIONAL EARLY ACTION PLANNING FUNDS (REAP)	-	-	-	-	-	-	-	-	-	5,200,883.10	o	5,200,883.10
SAC218	OPEN DATA PORTAL	-	-	-	-	-	-	-	-	-	6,400.00	p	6,400.00
SAC220	PARATRANSIT AND SACRT 4-PARTY AGREEMENT	-	-	-	-	-	-	-	-	-	41,964.71	p	41,964.71
SAC225	2022 IMAGERY COLLECTION	-	-	-	-	-	-	-	-	-	259,627.28	k	259,627.28
SAC228	GREEN MEANS GO - SGC FUNDS	-	-	-	-	-	-	-	-	-	3,711,050.92	r	3,711,050.92
SAC229	GREEN MEANS GO - REAP 2 FUNDS	-	-	-	-	-	-	-	-	-	9,172,026.14	o	9,172,026.14
SAC400	SACOG MANAGED FUND PROJECTS	-	-	-	-	-	-	-	-	-	1,200,000.00	s	1,200,000.00
Total - Pass Through		-	-	-	-	-	-	-	-	-	19,591,952.15		19,591,952.15
SAF100	SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS	45,233.78	-	-	-	-	-	-	-	-	1,942,902.00	e, q	1,942,902.00
SAF200	GLENN COUNTY SAFE	-	-	-	-	-	-	-	-	-	17,593.00	q	17,593.00
SAC500	SACOG SERVICE TO SAFE	-	-	-	-	-	-	-	-	-	270,222.96	q	270,222.96
SAC501	SACOG SERVICE TO ITS PLANNING AND OPS	-	-	-	-	-	-	-	-	-	31,111.83	q	31,111.83
SAF400	511/STARNET OPERATIONS	-	-	-	-	-	-	-	-	-	485,000.00	q	485,000.00
SAC502	SACOG SERVICE TO 511/STARNET OPS	-	-	-	-	-	-	-	-	-	21,043.88	q	21,043.88
SAC201	SACOG BIG DATA FOR TRANSPORTATION PLANNING PILOT PROJECT	-	-	-	-	-	-	-	-	-	198,615.95	q	198,615.95
Total - Services to Other		45,233.78	-	-	-	-	-	-	-	-	2,966,489.62		2,966,489.62
SAC300	BOARD OF DIRECTORS AND ADVOCACY	-	-	-	-	-	-	-	-	-	1,071,635.44	u	1,071,635.44
SAC600	OTHER LOCAL EXPENSES/CAPITAL ASSETS	-	-	-	-	-	-	-	-	-	262,500.00	j	262,500.00
Total - Board & Advocay and Other Local		-	-	-	-	-	-	-	-	-	1,334,135.44		1,334,135.44
TOTAL ALL ELEMENTS		\$ 976,308.00	\$ 3,748,134.00	\$ 700,000.00	\$ 1,150,554.00	\$ 350,000.00	\$ 211,481.00	\$ 402,746.00	\$ 774,991.00	\$ 51,969.00	\$ 34,405,523.00		\$ 41,795,398.00

NOTES:

1 - Toll credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount. Toll credit match shortage from the adopted OWP will be covered by local funds.

2 - Total toll credits include match for CMAQ \$259,759 & \$27,831 RSTP, Federal CRRSAA \$6,403.

3. Other Revenues: a. AQMD | b. ARPA | c. DEPT OF CONSERVATION | d. EDCTC | e. FEDERAL CMAQ | f. FEDERAL RSTP | g. FTA 5307 | h. HOV | i. IN-KIND | j. LOCAL TDA | k. OTHER LOCAL | l. PCTPA | m. State PPM | n. PTMISEA | o. REAP | p. RESERVE | q. SAFE | r. SGC | s. SMF | t. FEDERAL CRRSAA | u. BOARD & ADVOCACY

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CORE AND LONG-RANGE MEMBER, AGENCY, AND TRANSPORTATION SERVICES AND PLANNING ACTIVITIES

Objective: To identify those activities and projects which are ongoing and span multiple years.

Discussion: This element supports efforts related to overall management, coordination and direction for the Overall Work Program and projects and activities that continue from one year to another.

The element includes a diverse range of SACOG activities, such as: programming of federal and state funding; monitoring of the regional transportation system to provide the technical tools required of SACOG and members for transportation and land use planning and implementation activities; transit assistance and monitoring and implementation of state and federally-mandated climate change and greenhouse gas reductions; planning and other technical support for regional amenities such as airports; support for the regional housing needs plan and housing element implementation; and recommendations related to transportation and land use issues; continued work on the Rural-Urban Connections Strategy (RUCS), to help develop regional policies and tools to improve and sustain the economic health and quality of life for the region's rural areas; Transportation Demand Management (TDM) activities that help encourage multimodal transportation choices and reduce VMT and congestion on the region's road and highway system; updating of current and alternative future land use patterns and their impacts on the transportation system to set the stage for the update of each Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS); development, update and implementation activities for the MTP/SCS; and race, equity and inclusion initiative.

This element will continue to build and document consensus in a dynamic forum on policies, strategies, and projects to address the transportation needs of the region and to balance state and federal mandates with the needs and interests of our member jurisdictions. Activities in this element will provide interaction with the Board of Directors and its committees, coordination with partner agencies and committees and Native American tribal councils as they relate to the project activities included in the Overall Work Program and will further the public participation in SACOG activities so crucial to implementing the OWP.

To inform local government decisions with impacts to the region's transportation system, SACOG provides core services to its member jurisdictions, local cities, and counties. Beyond the core transportation services, there are a variety of data collection, analysis, monitoring, and regional services that SACOG is in a position to offer to local governments at an economy of scale based on the shared interests of the region's local governments. Staff will continue to provide regular updates to all interested government agencies and elected officials on SACOG Board actions and staff activity and attend regular meetings with jurisdictional staff through advisory committees and regional city and county managers groups. This includes identifying areas of shared needs for new data collection, analysis, research, and other services to help inform member jurisdiction staff and elected officials.

Toll Credits

Toll credits provided by the State of California are being utilized as a match for federal FHWA PL, FTA 5303, and CMAQ funds. The FHWA PL, FTA 5303, and CMAQ amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount.

PROGRAM MANAGEMENT

Project #SAC100

Program management encompasses a broad range of activities that provide internal direction of staff efforts and the preparation of materials for the Board and its committees. The element also includes execution of policy direction and cooperative agreements, and preparation of agenda materials, staff reports, and recommendations to the SACOG Board and its committees. Specific activities fully or partially covered through the Program Management project include the tasks listed below.

This work will be performed primary by SACOG staff.

Tasks:

1. Management assistance and oversight of Board materials, including committee packets and Board workshops. (Monthly)
2. Management direction and oversight of programs and special assignments initiated at the federal, state, regional or local level, including development of plans, priorities, and project lists based on new funding and programming opportunities. (As needed)

Final Products:

1. Board committee agendas and staff reports. (Monthly, except for July)
2. Board workshops. (As needed)

Previous Work Completed:

1. Board committee agendas and staff reports. (Monthly, except for July)

Total Expenses	\$ 949,462.33
Salaries and Fringe	\$ 683,015.83
Indirect	\$ 216,446.50
Other	\$ 50,000.00

Total Revenues (includes deferred)	\$ 949,462.33
4-County TDA	\$ 949,462.33

EDUCATION AND OUTREACH

Project #SAC101

This project includes public outreach, education, and communication, which are aimed at the general public; active transportation advocates; disabled and senior communities; youth; transit riders; transit providers, member agencies; low-income and minority stakeholder groups, regional, local, and ethnic chambers. Further our audience includes the board of directors of SACOG, the city councils and boards of supervisors in the region, and other special district boards and staff. This element supports required tribal consultation. Outreach activities include but are not limited to SACOG and partner events, open houses, working groups, large-scale outreach events, focus groups, stakeholder and public workshops, mass communications/newsletters, media outreach, website content development and management, and social media communications.

This element supports specific outreach efforts to traditionally under-represented communities. Specifically, elderly, youth, disabled, low-income, and minority communities: African American, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander. Activities include translation of materials, engagement events, and large- and small-scale meetings.

This work will be performed by SACOG staff and consultant.

Tasks:

1. Online content, print materials, and special events for projects: Blog posts and stories that inform the public about the regional transportation planning process. (As needed)
2. Press releases, responses to media – respond to questions and arrange interviews, background for media stories: e.g., freeway call box program, rural transportation issues, and updates to congestion-reducing projects. (As needed)
3. Website content management for projects and programs: e.g., website vendor work that ensures our website is accessible to visually impaired people, so that they can participate in debate and have access to information about the regional transportation planning process. (Monthly)
4. Website content for projects and programs: Blog posts and stories that inform the public about the regional transportation planning process. (As needed)
5. Social media content: e.g., SACOG Facebook post to join the Local Government Commission for a webinar on best practices for shared mobility planning, policy, and modeling. (As needed)
6. Media outreach and briefings: e.g., pitching stories to media that will engage the public in the regional transportation planning process, such as press releases about the regional funding round, drawing attention to a wide range of projects that were funded. (As needed)
7. Member communications of SACOG programs, activities and services in newsletters, web content, and other materials: e.g., SACOG news section of a monthly newsletter. (As needed)
8. Documentation of tribal government-to-government relations. (Monthly)
9. Revision of Public Participation Plan. (Monthly)

Final Products:

1. Years' worth of online content and print materials. (June 2023)
2. Accurate and informative media coverage of SACOG issues, policies, and data. (June 2023)
3. Accessible and compliant website. (June 2023)
4. Years' worth of website material, including stories, blog posts and updated project and program information. (June 2023)
5. Social media posts. (June 2023)
6. Expanded audience for accurate and informative media coverage of SACOG issues, policies, and data. (June 2023)
7. Member communications of SACOG programs, activities and services in newsletters, web content, and other materials: e.g., SACOG news section of a monthly newsletter. (June 2023)
8. Documentation of tribal government-to-government relations. (June 2023)

Previous Work Completed:

1. Years' worth of online content and print materials. (June 2022)
2. Accurate and informative media coverage of SACOG issues, policies, and data. (June 2022)
3. Accessible and compliant website. (June 2022)
4. Years' worth of website material, including stories, blog posts and updated project and program information. (June 2022)
5. Social media posts. (June 2022)
6. Expanded audience for accurate and informative media coverage of SACOG issues, policies, and data. (June 2022)
7. Member communications of SACOG programs, activities and services in newsletters, web content, and other materials: e.g. SACOG news section of a monthly newsletter. (June 2022)
8. Documentation of tribal government-to-government relations. (June 2022)

Total Expenses	\$ 531,314.09
Salaries and Fringe	\$ 287,580.38
Indirect	\$ 91,133.71
Consultant	\$ 152,000.00
Other	\$ 600.00

Total Revenues (includes deferred) *	\$ 531,314.09
<i>FHWA PL Toll Credit Match</i>	<i>\$ 60,941.73</i>
FHWA PL	\$ 531,314.09

* Total Revenues do not include Toll Credit Match

EDUCATION AND OUTREACH (LOCAL)

Project #SAC102

Same as SAC101 but may include certain activities that are not eligible to use federal funds.

Tasks:

1. Special Events. (As needed)
2. Sponsor and partner recruitment. (As needed)

Total Expenses	\$ 72,766.38
Salaries and Fringe	\$ 47,662.29
Indirect	\$ 15,104.09
Other	\$ 10,000.00

Total Revenues (includes deferred)	\$ 72,766.38
4-County TDA	\$ 62,766.38
Other Local Revenues (grants, etc.)	\$ 10,000.00

SACOG CIVIC LAB IMPLEMENTATION

Project #SAC104

Civic Lab is an accelerator program for SACOG members to develop and launch pilot projects for new and existing programs, plans, and/or policies. City or county teams apply to Civic Lab with an identified challenge and bring along stakeholders to help develop new solutions. Civic Lab teams are guided by SACOG staff to develop a pilot project in a short timeline. Through Civic Lab, SACOG staff will lead the teams on issues such as procurement, data collection and analysis, outreach and marketing, and financing. This project is to plan for, develop, and design the next round of Civic Lab programming plus various progress reports, measurements, and to provide technical assistance to project teams. Separate funds are used for the implementation of projects.

- Design and implement Year 2 Commercial Corridors projects: work with project teams to develop project scope, schedule, and budgets. Pair teams with appropriate vendors. Launch projects when funding is identified.
- Build capacity for the region: Share best practices, report on project progress, and provide technical assistance to all jurisdictions.
- Plan for future years of the program: develop a planning document for future of the program.
- Launch next round of Civic Lab program. (Focus area TBD)

Civic Lab will work with selected teams from around the region on challenges of local, regional, and state significance. The project will create case studies/best practices through action plans, spark innovation through public private partnerships, and bring long and short-term policy discussions on topics important to the success of the Metropolitan Transportation Plan/Sustainable Communities Strategy.

This work will be performed by: SACOG staff, local jurisdictions, and other relevant partners (e.g., SMAQMD).

Tasks

1. Project planning and program development. (Monthly)
2. Conduct outreach to potential Civic Lab teams. (December 2022 – January 2023)
3. Hold Civic Lab sessions. (January – June 2023)
4. Develop measurement criteria for projects. (March – June 2023)
5. Develop case studies or other project/program summaries for reporting. (March – June 2023)
6. Develop implementation plan. (Annual, April -June 2023)
7. Implement projects. (As needed, June 2023)
8. Issue RFQ to solicit for implementation partners. (Annual, February – March 2023)

Final Products:

1. Measurement criteria & analysis for projects. (As needed)
2. Case studies or program summaries. (As needed, June 2023)
3. Completed RFQ process (As needed, June 2023)
4. Implementation of projects and programs as an outcome of participating in Civic Lab. (As needed, June 2023)

Previous Work Completed:

1. Civic Lab Innovative Mobility Program. (December 2018)
2. Civic Lab Commercial Corridor Revitalization Program. (October 2019)

3. Civic Lab Housing Series. (October 2020)
4. Civic Lab Innovative Mobility Sprint. (May 2020)
5. Performance Measurement of implemented projects. (January 2021)

Total Expenses	\$	63,357.34
Salaries and Fringe	\$	48,111.04
Indirect	\$	15,246.30

Total Revenues (includes deferred)	\$	63,357.34
4-County TDA	\$	63,357.34

OVERALL WORK PROGRAM

Project #SAC105

This element includes development of the annual OWP, and coordination and oversight of staff work within the OWP. The OWP is required to describe the scope of transportation planning activities funded with Consolidated Planning Grant funds, but also includes other activities performed by SACOG throughout the fiscal year that are funded with other federal, state, and local funding sources.

This work will be performed by SACOG staff.

Tasks:

1. Development of the Budget & OWP document pertaining to transportation planning and the CPG/RPA work elements. (Annual, November 2022 – May 2023)
2. Monitoring development of and progress on OWP planning activities and products. Efforts include the coordination of quarterly reports to Caltrans. (Quarterly)
3. Coordinating with Caltrans and SACOG project managers on changes needed to improve the process and content in OWP-related submittals to Caltrans and project billings. (As needed)
4. Management oversight of staff efforts to complete grant projects, including FHWA PL, FTA 5303, FTA 5304, and SPR grants. (Annual)

Final Products:

1. Closeout FY2021-2022 Overall Work Program. (August 2022)
2. Administrative Draft Overall Work Program for FY 2023/24. (November 2022 - March 2023)
3. Final Overall Work Program for FY 2023/24. (May 2023)
4. Overall Work Program quarterly progress reports and invoices. (Quarterly)
5. Overall Work Program amendments. (As needed)

Previous Work Completed:

1. Finalized FY21-22 OWP. (May 2021)
2. Submitted OWP quarterly reports and invoices.
3. Submitted OWP amendments.

Total Expenses	\$ 26,873.65
Salaries and Fringe	\$ 20,406.78
Indirect	\$ 6,466.87

Total Revenues (includes deferred) *	\$ 26,873.65
FHWA PL Toll Credit Match	\$ 3,082.41
FHWA PL	\$ 26,873.65

* Total Revenues do not include Toll Credit Match

LEGISLATIVE ANALYSIS

Project #SAC106

SACOG needs to understand the contents and implications of various state and federal legislative and regulatory proposals, as well as track the progress on all legislation, initiative language, state and federal regulations, and state and federal guidelines of interest. Staff canvasses bills that are introduced, reads, and analyzes bill language and state proposals to understand their requirements and consequences, tracks their progress, and reports on to committees and to the board. Staff also reviews state and federal proposed guidelines and regulations of relevance, analyzes them to understand the implications, tracks their progress, and reports on it to committees and to the board. This also includes reinforcing relations with our member jurisdictions, public agencies, and service providers within the six-county area by maintaining a staff presence on projects and issues related to our core policy areas and providing updates as appropriate through a variety of methods. This work task covers these analytic activities. Advocacy activities are funded under Lobbying and Advocacy in non-Overall Work Program activities elsewhere in the agency budget.

These activities will help SACOG and its member agencies better implement federal and state requirements. The tasks below will be completed using FTA 5303 funds. A small allocation of TDA funding is used for contribution to CALCOG- Big 4 MPO Coordinator.

This work element will be performed by SACOG Staff.

Tasks:

1. Contact identification, state and federal policy identification, tracking, and analysis, and monitoring state and federal policy committee meetings and hearings, including reports to SACOG committees and board. (As needed)

Final Products:

1. Legislative Action Summaries and Analysis. (As needed)

Previous Work Completed:

1. Year-end report to board on status and final disposition of tracked bills. (October 2021)

Total Expenses	\$ 1,132,441.66
Salaries and Fringe	\$ 828,858.03
Indirect	\$ 262,663.63
Consultant	\$ 35,000.00
Other	\$ 5,920.00

Total Revenues (includes deferred) *	\$ 1,132,441.66
<i>FTA 5303 Toll credit Match</i>	<i>\$ 99,924.20</i>
FTA 5303	\$ 871,178.72
4-County TDA	\$ 261,262.94

* Total Revenues do not include Toll Credit Match

MODEL DEVELOPMENT AND SUPPORT

Project #SAC107

This project includes SACOG staff time for the development, maintenance, and analysis with the modeling and forecasting tools to support the implementation of the 2024 regional transportation planning and Metropolitan Transportation Plan, also referred to as the Blueprint, the Sustainable Community Strategy, associated Environmental Impact Report (EIR), and Project Performance Process (PEP).

SACOG relies on regional forecasting tools and datasets to fulfill its federal and state requirements as an MPO. These requirements include analysis of performance of the Metropolitan Transportation Plan (MTP) and the Sustainable Community Strategy (SCS) to meet federal and state targets such as the federal Clean Air Act and Air Quality Conformity for criteria pollutants; and state SB 375 for greenhouse gas and SB 743 for vehicle miles traveled.

In addition to the MTP needs, other agencies also rely on these forecasting tools, datasets, and SACOG staff's technical assistance: Caltrans, for project and corridor studies on the state highway system; other RTPA's (PCTPA and EDCTC), for their long-range plan analyses and project studies; and many SACOG member agencies, in the adaptation of SACOG's tools and data for use in planning and project studies within their jurisdictions. This element provides for distribution, training, and technical support to those agencies for their uses of SACOG forecasting tools and datasets.

Key activities related to analysis, distribution, training and technical support for SACSIM and regional datasets anticipated in FY 2022-2023: development of the Blueprint Pathways and preferred scenario forecasting, key conformity years forecasts, 2022 MTIP project evaluation, technical methodology submittal to CARB for the SCS, and forecasting tool's documentation. In additional, ongoing maintenance of SACSIM website for distribution to model users of updated model files and technical documents, on-request technical support to Caltrans, RTPA, and local agency staff and consultants using SACSIM for project analysis; hosting the annual "SACOG Model Users' Conference".

This work will be performed by SACOG staff and consultant.

Tasks:

1. Provide modeling and analysis support for 2024 MTP/SCS pathways and preferred scenario.
(Annual)

2. Prepare technical methodology for the Sustainable Communities Strategies submittal to CARB including regular coordination with CARB technical review staff. (Annual)
3. Provide modeling and analysis support for 2024 MTP EIR. (Annual)
4. Lead the Project Evaluation Process (PEP) project for the 2024 MTP/SCS projects. (Annual)
5. Provide data analysis for internal projects, e.g., grant applications. (As needed)
6. Prepare and conduct 2023 travel model user conference. (Annual)
7. Provide technical support to Caltrans corridor/manage lane study for projects included in the MTP. (As needed, tie to Caltrans project schedules).
8. Provide technical support to member jurisdiction's planning projects (As needed, tie to jurisdiction's schedules).

Final Products:

1. MTP final report, SCS documentation, SACSIM model documentation. (June 2023)
2. SCS technical methodology memos and documentation. (As needed)
3. EIR draft and final documentation. (Annual)
4. PEP methodology report and project list. (Annual)
5. Memo of support/services provided. (Quarterly)
6. Model user conference presentations. (June 2023)
7. Memo of support/services provided. (Quarterly)
8. Memo of support/services provided. (Quarterly)

Previous Work Completed:

1. Provided assistance to many jurisdictions for their general plan updates and VMT screening maps for SB743 implementation. (Ongoing)
2. Provided modeling and technical supports to Caltrans's managed lane and corridor studies (I-5, I-80, SR-51 etc.) (Ongoing)
3. Caltrans planning grant support and other project support. (Ongoing)
4. Created working group of experts for evaluation of projects performance. (Ongoing)
5. Provided performance metrics and tool sensitivity testing for confidence of evaluation process. (Ongoing)
6. Established a project consultant team for DAYSIM choice modeling. Anticipation of completion on time March 2022.
7. Developed streamlining tools for preprocessing land use and post processing transportation project performance measures such as VMT, added results to new GitHub and webpage for external use and transparency. (Ongoing)
8. Data collection and processing of observed speed and traffic counts has begun. Testing of new network results. (Ongoing)
9. New TAZ network complete and additional model network refinements added. (December 2021)
10. Observed speed data assembled and added to model network for sensitivity testing completed for 2016, 2019, and 2020. (December 2021)

Total Expenses	\$ 1,134,993.74
Salaries and Fringe	\$ 739,830.32
Indirect	\$ 255,163.42
Consultant	\$ 80,000.00
Other	\$ 60,000.00

Total Revenues (includes deferred) *	\$ 1,134,993.74
FHWA PL Toll Credit Match	\$ 115,482.61
FHWA PL	\$ 1,006,823.09
EDCTC LTF Funds	\$ 128,170.65

* Total Revenues do not include Toll Credit Match

MODEL DEVELOPMENT AND SUPPORT – PCTPA

Project #SAC108

This project includes SACOG staff time for Placer County-related travel demand and transportation modeling, data assembly, analysis, and monitoring work.

The activities align with federal and state requirements, SACOG's MTP/SCS, and Air Quality.

This work will be performed by SACOG Staff.

Tasks:

1. Provide data analysis and modeling assistance to Placer County's various plan updates, including integration of efforts with the Congestion Management Process. (Tie to Jurisdiction's schedule)

Final Products:

1. Memo – Support provided and outcomes. (Quarterly)

Previous Work Completed:

1. Model network updates; RTP data support; review of Placer-Sacramento Gateway plan. (November 2019)

Total Expenses	\$ 200,467.65
Salaries and Fringe	\$ 152,227.14
Indirect	\$ 48,240.51

Total Revenues (includes deferred)	\$ 200,467.65
PCTPA RPA Funds	\$ 200,467.65

PEDESTRIAN AND BICYCLE PLANNING

Project #SAC109

SACOG is a forum for bicycle and pedestrian planning activities throughout the region to further the implementation of complete streets using context-sensitive designs and encourage the routine inclusion

of bicycle and pedestrian projects with other transportation projects. Staff will be available to local jurisdictions and partner organizations to collaborate on bicycle and pedestrian planning and education efforts.

Staff will support active transportation planning efforts by reviewing local Pedestrian Transportation and Bicycle Transportation/Master Plans; serving on Technical Advisory Committees and consultant selection committees for bicycle and pedestrian plans and projects; coordinating regional educational activities and information-sharing opportunities to discuss new developments and best practices in active

transportation design and implementation; and participating in statewide efforts to expand or enhance the state of bicycle and pedestrian design. As needed, staff also serves as a coordinating role for multi-jurisdictional planning efforts and projects.

Staff manages a regional equipment loan program "Every Roll and Step Counts" of active transportation counting equipment to increase the volume of high-quality bike and walk counts.

The project and deliverables support increasing safe biking and walking for transportation purposes in the region.

This work will be performed by SACOG staff.

Tasks:

1. Provide technical assistance on grant applications that support the reduction of vehicle travel by increasing bicyclist and pedestrian travel options. (Tie to competitive grant program schedules, e.g., anticipated SB 1 programs, anticipated Fall 2022)
2. Service on technical advisory and consultant selection committees to identify and plan policies, strategies, programs, and actions that maximize and implement the regional transportation infrastructure. (Tie to Jurisdiction schedule)
3. Provide active transportation expertise in support of bicycle and pedestrian plans and projects at the local, regional, and state level to ensure compatibility with statewide and regional transportation needs and goals. (Tie to Jurisdiction schedule)
4. Support implementation of the Regional Trail Network. (As needed)
5. Host webinars/workshops/regional information-sharing activities that support the reduction of vehicle travel by increasing bicyclist and pedestrian travel options and advancing active transportation planning efforts. (Bi-annual)
6. Support "Every Roll and Step Counts" equipment loan program (loaning temporary counting equipment to cities, counties, other planning partners; maintaining counts database; sharing information). (Monthly)
7. Support in local agency communications for maintaining updated regional GIS layer of on-street and off-street bikeways. (As needed)

Final Products:

1. Technical assistance programs in support of grants. (As needed)
2. Membership on local, interregional, and state TACs and committees. (As needed)
3. Meetings, trainings, and/or webinars/workshops, based on suggestions/identified needs from jurisdictions and other planning partners. (Bi-annual, June 2023)

4. Report from database of biking and walking counts collected from short-term equipment loans. (Annual, June 2023)
5. Update on implementation status of the regional trail network. (Annual, May 2023)

Previously Work Completed:

1. Technical assistance provided for ATP, Urban Greening, AHSC grant programs to increase active transportation options in support of decreasing regional VMT. (Ongoing)
2. Served on several local technical advisory and consultant selection committees. (Ongoing)
3. Provided active transportation expertise on several state and local plans. (Ongoing)
4. Hosted multiple webinars and information-sharing activities to integrate active transportation and land use, and support reduced regional VMT through increase active transportation options. (Ongoing)

Total Expenses	\$ 217,920.74
Salaries and Fringe	\$ 165,480.32
Indirect	\$ 52,440.42

Total Revenues (includes deferred)	\$ 217,920.74
FHWA PL Toll Credit Match	\$ 24,995.51
FHWA PL	\$ 217,920.74

* Total Revenues do not include Toll Credit Match

REGIONAL AIR QUALITY AND CLIMATE PLANNING

Project #SAC113

This project will continue SACOG's planning, analysis, and implementation of strategies to reach state and federal air quality goals related to criteria pollutants and greenhouse gases (GHG). Focus will include the integration and documentation of efforts to meet established public health targets and achieve carbon neutrality in land use and transportation via adaption, resiliency, and integrated planning of the transportation system and the natural environment.

The activities align with federal and state requirements including: Integrate resiliency into transportation infrastructure, RPP and associated processes: Interagency consultation as required by FHWA/EPA/FTA on transportation project inclusion in the MTP and MTIP, development of analysis to demonstrate conformity with air quality standards, monitor and participate in the development of state and federal strategies related to criteria and greenhouse gases, integration of state and federal identified strategies for criteria and GHG pollutant reduction into SACOG planning processes.

This work will be performed by SACOG staff.

Tasks:

1. Coordinate and host the Regional Planning Partnership. (Bimonthly)
2. Participate in State Implementation Plan development and updates: data development, transportation control measures, and interagency coordination. (As needed)

3. Monitoring federal, state, and local efforts to improve resiliency via programs, policies, and stakeholder engagement. (As needed)
4. Participate in federal/state/local meetings related to criteria pollutants and greenhouse gas, such as APCOs, Statewide Conformity Working group, Cap and Trade Program, etc. (As needed)
5. Assistance and circulation of Projects of Air Quality Concern; management of the RPP subgroup. (As needed)
6. Participate in development/training/activities associated with emission models i.e. EMFAC updates. (As needed)
7. Facilitate Interagency Consultation-Caltrans/EPA/FHWA/MTC via the RPP and Public Participation Plan identified mechanisms. (As needed)
8. Development of conformity documentation and analysis. (As needed)
9. Assistance and integration of climate policy and strategy into regional and local planning efforts. (As needed)
10. Research and monitoring state and federal policies and programs related to climate adaptation; provide technical assistance to local jurisdictions, regional agencies, and internal teams. (As needed)

Final Products:

1. Agendas and materials from Regional Planning Partnership meetings. (Bimonthly)
2. Data development for SIP processes, transportation control measures, and interagency coordination. (As needed)
3. Committee and board items related to programs and policies. (As needed)
4. Development of materials to support or inform positions on air and climate activities with member agencies and partners. (As needed)
5. Development of interagency documentation to support clean air act requirements. (Quarterly)
6. Analysis to inform air emissions model assumptions. (Annual)
7. Conformity Analysis documentation and computation. (Annual)
8. Climate and quality website materials, trainings, scheduled outreach. (Quarterly)
9. Development of reports and information sharing. (Quarterly)

Previous Work Completed:

1. 2021 MTIP and MTP/SCS amendment #1. (February 2021)
2. RPP agendas and meetings for FY 21-22. (June 2022)
3. POAQC review, circulation, reporting. (June 2022)
4. Participation in CRC quarterly member meetings. (June 2022)
5. 2021 MTIP Amendment #10 -Type 4. (November 2021)
6. Preliminary 2015 Ozone Budgets. (June 2022)
7. Preliminary RACM for Ozone. (June 2022)

Total Expenses	\$ 531,706.76
Salaries and Fringe	\$ 248,847.45
Indirect	\$ 78,859.31
Consultant	\$ 200,000.00
Other	\$ 4,000.00

Total Revenues (includes deferred)	\$ 531,706.76
<i>FTA 5303 Toll credit Match</i>	<i>\$ 60,986.77</i>
FTA 5303	\$ 181,706.76
FTA 5303 Carryover	\$ 350,000.00

* Total Revenues do not include Toll Credit Match

PROGRAMMING, PROJECT DELIVERY, AND THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Project #SAC114

This project will continue to advance agency's performance-based programming practice to fund cost-effective transportation projects that implement the MTP/SCS, continue to secure unanimous board action on funding round staff item and support the timely implementation of state and federally funded transportation projects and achieve SACOG's programmatic delivery goals.

We will continue to prepare amendments to the current 2022 MTIP and upcoming 2023 MTIP as needed and make administrative modifications monthly or as needed. This includes liaison work to support partner organizations on programming projects in the MTIP, ongoing coordination with Caltrans, FHWA, and FTA, coordination on programming-related topics with PCTPA and EDCTC and participating in the California Federal Programming Group (CFPG). Related to this work, we will serve on the Highway Bridge Program (HBP) Local Assistance Advisory Committee and related ad hoc committees/task forces.

We will begin developing the 2023 STIP, programming projects selected from the 2019, 2020, 2021, and 2022 Funding Rounds. SACOG will amend the STIP as needed. Related to this work, SACOG will attend Regional Transportation Planning Agency (RTPA) meetings and California Transportation Commission meetings.

We will support project sponsors in the timely delivery of transportation projects, particularly those funded with state or federal funds, such as RSTP/STBGP, CMAQ, HIP, RIP, IIP, ATP, HBP, and HSIP. SACOG will collect and update estimated request for authorization/allocation dates for phases of work.

We will also develop a 2023 Delivery Plan for submittal to Caltrans Local Assistance. We will maintain and monitor this list to ensure that the region uses all its Obligation Authority and as much of the RSTP and CMAQ apportionments as possible. We will also support individual project delivery. We will educate and update sponsors on funding opportunities, and facilitate strong relationships between local agency public works, Caltrans Local Assistance, and SACOG. We will accomplish this through regular (at least quarterly) meetings with the Transit Coordinating Committee and through Project Delivery Coordination Group meetings spread around the region in which Local Assistance and the following jurisdictions participate:

- a. City of Sacramento and County of Sacramento
- b. Yolo County agencies
- c. Cities and agencies within Sacramento County
- d. El Dorado County agencies
- e. Placer County agencies
- f. Yuba & Sutter County agencies

SACOG will also continue implementation, improvements, and maintenance of its SACTrak transportation improvement program project database. Improvements to SACTrak will continue to place an emphasis

on project tracking and monitoring capabilities in addition to the associated reporting and financial management capabilities that the system has in place to assist SACOG in its Designated Recipient role.

For the Funding Round, programming activities include participation in guideline development and review for new and existing funding opportunities at the local, state, and federal level. This includes liaison work to support partner organizations on programming requirements for both state and federal programming, e.g., collaborating and tracking the reauthorization of a new federal transportation act, USDOT implementation of FAST, MAP-21 performance provisions, monitoring California Transportation Committee programs, ongoing coordination with the FHWA and FTA, and coordination on programming-related topics with PCTPA and EDCTC. SACOG will continue to monitor and participate in activities to develop the state Active Transportation Program (ATP) and coordinate with EDCTC and PCTPA to implement the next cycle of the state and regional ATP.

For FY22/23, major activities include: call for Projects for the 2022/23 funding round, evaluation of submitted projects, and funding recommendation for 2022/23 SACOG funding programs.

This work will be performed by SACOG staff.

Tasks:

1. Project Delivery Coordination Group meetings. (Quarterly)
2. Continued improvements to the SACTrak database. (Ongoing)
3. Maintain Project Delivery Plan. (Ongoing)
4. Participation and liaison on federal programming with the Federal Highway Administration and Federal Transit Administration. (Ongoing)
5. Participation in the Regional Transportation Planning Agency meetings. (Bimonthly)
6. Attendance of California Transportation Committee meetings (Bimonthly)
7. Participation in the development of guidelines for funding programs. (As needed)
8. Participation in the HBP Advisory Committee and HSIP Advisory Committee. (Quarterly)
9. Attendance of EDCTC TAC and Commission meetings. (Monthly)
10. Update the 2022 and 2023 MTIP (Ongoing)
11. Policy framework and guideline development for 2022/23 funding round. (As needed)
12. Pre application consultation and project performance assessment analysis. (As needed)
13. Call for projects, evaluation and staff recommendation for 2022/23 funding round. (As needed)
14. Conduct 2023 Regional ATP call for projects in coordination with EDCTC, PCTPA, CTC, and Caltrans. (As needed)
15. Evaluate projects for 2023 Regional ATP funding round. (As needed)
16. Working group recommendation 2023 Regional ATP funding round and associated board items. (As needed)
17. Adoption of 2023 Regional ATP funding program by board and CTC. (As needed)
18. State ATP guidelines and preparation, policy framework adoption for Regional ATP cycle 6 (July - December 2022)

Final Products:

1. MTIP amendments. (As needed)
2. MTIP administrative modifications. (As needed)
3. 2023 Flexible Funding Round recommendations and board packets. (As needed)
4. 2023 Delivery Plan. (Annual)

5. 2023 Regional Funding Round assessment. (Annual)
6. 2023 MTIP Federally Approved. (Annual)

Previous Work Completed:

1. 2022 Regional ATP guideline and application development, project evaluation, staff recommendation and board item. (April 2022)
2. 2022 Regional Funding Round guideline and application development, project evaluation, staff recommendation and board item. (April 2022)
3. 2022 MTIP federal approval. (April 2022)

Total Expenses	\$ 1,453,427.92
Salaries and Fringe	\$ 970,102.50
Indirect	\$ 322,540.43
Consultant	\$ 50,000.00
Other	\$ 110,785.00

Total Revenues (includes deferred) *	\$ 1,453,427.92
<i>RSTP Toll Credit Match</i>	\$ 27,831.15
Federal Regional Surface Transportation Program (RSTP)	\$ 242,643.00
State Planning, Programming, Monitoring	\$ 725,000.00
State Planning, Programming, Monitoring Carryover	\$ 81,501.16
4-County TDA	\$ 404,283.76

* Total Revenues do not include Toll Credit Match

TRANSIT TECHNICAL ASSISTANCE AND PROGRAMMING

Project #SAC116

SACOG will execute its ongoing role in administering FTA and state transit funding programs in the SACOG region, including: coordinating the award of FTA 5307 and 5339 funds in the Sacramento Urbanized Area based on the MOU with Sacramento Regional Transit District; coordinating the award of FTA 5307 and 5339 funds for the Davis, Woodland and Yuba City Urbanized Areas where Caltrans is the designated funding recipient; programming Section 5310 funds for this region in coordination with Caltrans; supporting the award and programming of regional funds for transit capital projects; completing administration, monitoring, and reporting for the 5303 funds for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects; and completing administration, monitoring, and FTA reporting for the former 5316 Jobs Access Reverse Commute and 5317 New Freedom Program grants that have been awarded and programmed for the Sacramento Urbanized Area until those grants are completed.

SACOG will provide ongoing grants management support, including review of grant funding applications, and provide letters of concurrence, review and track fund transfers, and track progress in completing projects in the individual grant budgets. SACOG will continue to conduct the programming activities necessary to ensure that projects of the region's transit operators are properly programmed in the SACOG MTIP and MTP/SCS so that operators can file grant applications to obtain the funds necessary to operate,

maintain, and carry out the programs of their systems. SACOG will also work with stakeholders to update the Coordinated Human Services Transportation Plan as needed.

SACOG will provide ongoing technical and analytical support for the region's transit operators, as broadly directed by the Transit Coordinating Committee (TCC). Activities include planning support, data analysis, digital mapping, surveys, research, and interagency consultations. These activities will involve planning efforts in coordination with road planning and modeling analysis efforts in support of the regional Congestion Management Process. SACOG also provides small transit operators with NTD reporting assistance on annual and monthly financial and non-financial data analysis.

SACOG's TCC will continue to serve as the FTA fund programming committee associated with the SACOG/transit operator MOUs and will prepare the recommended project lists for SACOG Board action in the MTIP and RTIP programming process. Through the TCC, SACOG will continue to improve the integration of financial planning and the development and integration of short-range transit planning with the region's long-range transportation plan.

SACOG will also participate in the Central Valley Regional Rail Working Group, a collection of Central Valley jurisdictions working with the California High-Speed Rail Authority to enhance regional rail in the Central Valley corridor between Sacramento and Merced. In addition, SACOG will monitor the work of the California High-Speed Rail Authority and provide input to the Authority as it proceeds with its plans for implementing a high-speed rail system between northern and southern California. SACOG staff will actively participate in the planning activities connected with development of the downtown Sacramento Intermodal Project. SACOG will also attend San Joaquin Valley Rail Committee meetings, working with Caltrans and others to enhance the San Joaquin Rail service. Finally, SACOG will respond to various passenger rail proposals, which are reviewed for potential connectivity to the SACOG region.

To support passenger rail transit planning, SACOG will participate in planning, programming, and operations activities of the Capitol Corridor Joint Powers Authority (CCJPA) through its membership on the Staff Coordinating Group (SCG). The main focus of this participation will be to identify funds and resolve issues related to supporting the current 16 weekday and 11 weekend round trips and to improve travel times, safety, and reliability. In this regard, obtaining additional locomotives and coaches and performing needed upgrades to support Positive Train Control are the highest priority items. The agency will also monitor and participate in the efforts to implement regional rail (i.e., commuter) service between Auburn and Oakland.

SACOG administers the Proposition 1B transit programs - the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). SACOG will continue its role as the Lead Agency/Project Sponsor for the regional funds within the four-county MPO Area. SACOG will continue to oversee the management of the funds and performance of the recipient agencies until all work related to each project is completed. SACOG transit team will meet all the requirements of tracking and administering grant funds with sub-recipients. Staff will continue to provide semi-annual Progress Reports, Transportation Development Act Audits, Corrective Action Plans, Final Reports, and any additional information needed in case of an audit.

This work will be performed by SACOG staff.

Tasks:

1. Track planning and programming of projects that support Regional State of Good Repair (SGR) performance goals. (Monthly)
2. Meeting Reports to SACOG Committees and/or Board on passenger rail development efforts. (Periodic)
3. Planning and programming of regional rail projects that support the GHG & multi-modal goals. (Periodic)
4. Progress Reports on the efforts of the Central Valley Regional Rail Group to implement a regional rail service between Sacramento and Merced. (Periodic)
5. Progress Reports on the San Joaquin Valley Rail Committee meetings. (Periodic)
6. Participation in state and federal meetings, webinars, and coordination opportunities. (Monthly)
7. Administer the FTA 5307, 5310, 5337, and 5339 grants in the SACOG Region. (Periodic)
8. Provide support and assistance to transit operators. (Periodic)
9. Provide NTD reporting-related assistance. (Periodic)
10. Provide grants management and programming support. (Periodic)
11. Prepare TCC agendas and materials. (Periodic)
12. Execute subrecipient agreements and amendments with Prop1B grantees. (Periodic)
13. Prepare and submit Prop1B progress reports. (Biannual, August 15, February 15)
14. Reimburse eligible Prop1B project expenditures. (Periodic)
15. Fulfill all other Prop1B reporting and administrative requirements as determined by Caltrans. (Periodic)

Final Products:

1. Coordination of Capitol Corridor Service with Regional Commuter Rail Proposals. (Throughout FY 2022-2023)
2. Annual FTA fund programming process (5307, 5339, 5310). (June 2023)
3. Prepare and submit Final Prop1B Project Reports to Caltrans. (As needed)

Previous Work Completed:

1. Provide technical and analytical support to the Sac Region. (June 2022)
2. Annual FTA fund programming process (5307, 5339, 5310). (May 2022)
3. Prepare and submit Final Prop1B Project Reports to Caltrans. (May 2022)

Total Expenses	\$ 458,660.37
Salaries and Fringe	\$ 310,320.39
Indirect	\$ 98,339.98
Consultant	\$ 50,000.00

Total Revenues (includes deferred)	\$ 458,660.37
4-County TDA	\$ 458,660.37

TRANSIT ASSET MANAGEMENT PLAN

Project #SAC117

The Federal Transit Administration now requires transit operators annually update the Transit Asset Management (TAM) Plan for maintaining a state of good repair of their vehicles, facilities, and other capital assets. The TAM plan is required to set performance targets and report information related to the condition of their assets to the National Transit Database.

In this project, SACOG will help regional operators comply with the new Transit Asset Management (TAM) Plan requirements and improve the region's TAM practices. SACOG will provide ongoing support and assistance for both Tier I and Tier II providers across the region to develop their TAM plans, coordinate transit capital investment planning, and report to NTD on their TAM plans and progress.

This work will be performed by SACOG staff, with consulting assistance as needed.

Tasks:

1. Provide ongoing support and assistance to Tier I and II providers on TAM Planning and NTD Reporting. (Periodic)
2. Coordinate with transit providers on transit capital investments. (Periodic)
3. Develop process to incorporate TAM Plan into Capital Replacement. (Periodic)

Final Products:

1. Transit Asset Management (TAM) Plans. (June 2023)
2. NTD Reporting. (December 2022)

Previous Work Completed:

1. NTD TAM Reporting. (December 2021)
2. Update Transit Operators TAM Plans and Performance Indicators. (Ongoing)

Total Expenses	\$ 122,185.00
Salaries and Fringe	\$ 45,233.71
Indirect	\$ 14,334.48
Other	\$ 62,616.81

Total Revenues (includes deferred)	\$ 122,185.00
FTA 5307	\$ 120,185.00
4-County TDA	\$ 2,000.00

DATA DEVELOPMENT, MONITORING, AND SUPPORT

Project #SAC118

As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive, and complete datasets quantifying and describing land use, transportation, and demographic characteristics of the region. This effort is critical to promoting "consistency between transportation improvements and State and local planned growth and economic development patterns" as identified in the Metropolitan Planning Process (23 CFR 450). A major task in this process is periodic updates to assumptions

representing the base year for MTP/SCS forecasting analysis. This project includes staff time and resources to start the land use, demographic, and transportation datasets representing conditions in 2020 that are integral to the development of the MTP/SCS. These base year data files provide the basis for creation of future year data files which capture land use growth and development, changes to key demographic factors, and planned investments in the region's transportation system. In addition to the use of the data files by SACOG for the MTP/SCS update, these data files are available for use by local member agencies for local planning purposes. This year, staff will continue working on an annual housing inventory and look into new opportunities in creating and maintaining an annual employment inventory. Housing inventory will be calibrated to the 2020 Census numbers to create a new base year for the 2024 MTP/SCS.

SACOG provides information for public access through three channels: The Information Center staff, the SACOG library, and our electronic media. The library is primarily used by SACOG staff, but outside users may also view materials. Electronic media includes SACOG's website and e-mail. The Information Center receives most of its data requests by telephone and e-mail, but occasionally users visit in person. Available information ranges from current estimates and forecasts of detailed demographics including population and employment characteristics, to detailed U.S. Census data on areas within the region and beyond. SACOG's Information Center staff also provides references to data and sources of information available at other organizations as well as serving as the Sacramento Regional Census State Data Center (SDC) in the U.S. Census Bureau's SDC Program. SACOG works with the U.S. Census Bureau, local agencies, and the public on all census-related issues in the region including participation in Decennial Census Geographic Programs, and other Decennial Census activities on behalf of the SACOG Region.

Much of SACOG's information is available in both written and electronic format for the convenience of the person requesting it. SACOG staff includes data profiles and an interactive data viewer to the agency's updated and expanded web-based information center tools. The information is updated regularly as needed, and periodic training is provided on new data and tools.

The federal MAP-21/FAST Act requirements for Regional Transportation Plans include development of future growth forecasts and an assessment of projected land uses and major growth corridors. Identifying where growth is occurring through inventories of past and current trends is critical for supporting accurate assessment of future land use patterns. Further, Federal Planning Factor #5 from the Final Guidance pertaining to Title 23 CFR Part 450 and 771 and Title 49 CFR Part 613 states that the metropolitan transportation planning process must consider how best to "protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and state and local planned growth and economic development patterns". Understanding where housing growth is occurring is critical to successful fulfillment of this Planning Factor.

The tasks below will be completed using PL funds. A small allocation of TDA funding is used for ESRI Senior Engineer support in programming and problem solving to build and complete the tool for Funding Round and MTP/SCS for transportation project evaluations.

This work will be performed by SACOG staff and by consultant to assist staff in project work.

Tasks:

1. Updating Census 2020 data and other demographic data for Info Center Data and Mapping Requests (American Community Survey, California Economic Development Department, LEHD). (Monthly)
2. Maintaining GIS boundary and reference data files used in the Open Data Portal and agency projects (parcel boundaries, regional centerline, New 2s020 Census geographies, jurisdictional boundaries, tribal boundaries, agency community plan areas). (Monthly)
3. Collecting and building Land Use inventories used in MTP/SCS Base Year, Regional Progress Report (housing permits, employment inventory and total units and affordable housing inventory). (Annual)
4. Updating Transportation infrastructure inventories used in ATP Funding, Outside Agency Grant Applications (bike lanes, transit lines & stations, bike share infrastructure). (Biannual)
5. Collecting and updating Environmental data layers for Regional Trails Grant, EIR 2024 MTP/SCS, RUCS (flood zones, wetlands, open space, farmland & crops, Williamson Act). (Annual)
6. Assisting special projects on behalf of member agencies and fulfilling requests coming from the Regional Info Center (aerial imagery procurements, Regional GIS Cooperative). (Monthly)
7. Promoting SACOG projects with new online tools and dashboards that assist stakeholders, jurisdiction planners and the public to make informed decisions (Funding Round, ATP and Trails, MTP/SCS transportation network)

Final Products:

1. New MTP online transportation tool for jurisdiction planners and stakeholders to evaluate transportation projects in the upcoming 2024 MTP/SCS. (Annual)
2. New online Census Hub on the SACOG Open Data Portal with new data from the 2020 Decennial Census, provide demographics and analysis for land use and transportation planning. (Annual)
3. New online dashboard for Regional Trails and ATP, will provide data for analysis and future studies. (Annual)

Previous Work Completed:

1. 2020 Base Year allocation for housing and employment for 2024 MTP/SCS long range transportation plan. (January 2022)

Total Expenses	\$ 1,726,838.53
Salaries and Fringe	\$ 1,108,922.86
Indirect	\$ 351,415.67
Consultant	\$ 250,000.00
Other	\$ 16,500.00

Total Revenues (includes deferred)	\$ 1,726,838.53
FHWA PL Toll Credit Match	\$ 183,617.21
FHWA PL	\$ 900,847.54
FHWA PL Carryover	\$ 700,000.00
4-County TDA	\$ 125,990.99

* Total Revenues do not include Toll Credit Match

DATA DEVELOPMENT, MONITORING, AND SUPPORT - PCTPA

Project #SAC119

This project includes SACOG staff time for work on updating Placer County-related data and analysis.

As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive, and complete datasets quantifying and describing land use, transportation, and demographic characteristics of the region. This effort is critical to promoting “consistency between transportation improvements and State and local planned growth and economic development patterns” as identified in the Metropolitan Planning Process (23 CFR 450). A major task in this process is periodic updates to assumptions representing the base year for MTP/SCS forecasting analysis. This project includes staff time and resources to start the land use, demographic, and transportation datasets representing conditions in 2020 that are integral to the development of the MTP/SCS. These base year data files provide the basis for creation of future year data files which capture land use growth and development, changes to key demographic factors, and planned investments in the region’s transportation system. In addition to the use of the data files by SACOG for the MTP/SCS update, these data files are available for use by local member agencies for local planning purposes. This year, staff will continue working on an annual housing inventory and look into new opportunities in creating and maintaining an annual employment inventory. Housing inventory will be calibrated to the 2020 Census numbers to create a new base year for the 2024 MTP/SCS.

SACOG provides information for public access through three channels: The Information Center staff, the SACOG library, and our electronic media. The library is primarily used by SACOG staff, but outside users may also view materials. Electronic media include SACOG’s website and e-mail. The Information Center receives most of its data requests by telephone and e-mail, but occasionally users visit in person. Available information ranges from current estimates and forecasts of detailed demographics including population and employment characteristics, to detailed U.S. Census data on areas within the region and beyond. SACOG’s Information Center staff also provides references to data and sources of information available at other organizations as well as serving as the Sacramento Regional Census State Data Center (SDC) in the U.S. Census Bureau’s SDC Program. SACOG works with the U.S. Census Bureau, local agencies, and the public on all census-related issues in the region including participation in Decennial Census Geographic Programs, and other Decennial Census activities on behalf of the SACOG Region.

Much of SACOG’s information is available in both written and electronic format for the convenience of the person requesting it. SACOG staff includes data profiles and an interactive data viewer to the agency’s updated and expanded web-based information center tools. The information is updated regularly as needed, and periodic training is provided on new data and tools.

The federal MAP-21/FAST Act requirements for Regional Transportation Plans include development of future growth forecasts and an assessment of projected land uses and major growth corridors. Identifying where growth is occurring through inventories of past and current trends is critical for supporting accurate assessment of future land use patterns. Further, Federal Planning Factor #5 from the Final Guidance pertaining to Title 23 CFR Part 450 and 771 and Title 49 CFR Part 613 states that the metropolitan transportation planning process must consider how best to “protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and state and local planned growth and economic development patterns”. Understanding where housing growth is occurring is critical to successful fulfillment of this Planning Factor.

The tasks below will be completed using PL funds. A small allocation of TDA funding is used for ESRI Senior Engineer support in programming and problem solving to build and complete the tool for Funding Round and MTP/SCS for transportation project evaluations.

This work will be performed by SACOG staff and by consultant to assist staff in project work.

Tasks:

1. Provide data analysis and mapping assistance to Placer County's various plan updates, including demographics, environmental layers, and transportation data for all jurisdictions and special districts. (Tie to jurisdiction schedule).

Final Products:

1. New MTP online transportation tool for jurisdiction planners and stakeholders to evaluate transportation projects in the upcoming 2024 MTP/SCS. (Annual)
2. New online Census Hub on the SACOG Open Data Portal with new data from the 2020 Decennial Census, provide demographics and analysis for land use and transportation planning. (Annual)
3. New online dashboard for Regional Trails and ATP, will provide data for analysis and future studies. (Annual)

Previous Work Completed:

1. Placer County 2020 Base Year allocation for housing and employment for 2024 MTP/SCS long range transportation plan. (January 2022)

Total Expenses	\$	149,959.46
Salaries and Fringe	\$	113,873.23
Indirect	\$	36,086.22

Total Revenues (includes deferred)	\$	149,959.46
PCTPA RPA Funds	\$	149,959.46

REGIONAL HOUSING NEEDS PLANNING

Project #SAC120

SACOG is responsible for the development and adoption of the Regional Housing Needs Allocation. As local agencies adopt and implement their housing elements based on the RHNA, they seek coordination and assistance from SACOG. SACOG's role is to assist with regional planning efforts such as the MTP/SCS, coordination with the state and new housing legislation, and other housing activities.

SACOG implements State housing laws as required of all councils of governments.

This project is funded, in part, by SACOG's share of FY 2021-2022 SB1 Sustainable Communities Formula funds. The activities align with federal and state requirements including SACOG's MTP/SCS, and the State's greenhouse gas reduction targets. Specifically, housing production, particularly within existing suburban and urban communities in the SACOG region, is a critical objective of the land use strategy included in the MTP/SCS. SACOG's ongoing technical assistance and coordination with housing planners' coordination is

an important part of identifying and developing solutions to regulatory and other obstacles to housing production. Technical assistance offered through this program will be documented.

This work will be performed by SACOG staff.

Tasks:

1. Organize and coordinate housing meetings of the local government housing planners in the region. (Periodic)
2. Perform or coordination technical assistance related to housing such as mapping, data, growth projections, and related activities. (As needed)
3. California legislative tracking of housing related bills. (Periodic)
4. Tracking of race, equity and inclusion as their relate to housing in the region. (As needed)
5. Manage REAP program grants with local agencies in terms of agreements, project tracking, and processing invoices. (Tie to jurisdiction schedule)
6. Staff presentations to the SACOG board and committees as needed on housing related topics. (Periodic)
7. Coordination of housing element tracking efforts in the region. (As needed)
8. Housing policy campaign - explore and possibly implement. (As needed)

Final Products:

1. Agendas and notices of regional housing planners' meetings. (As needed)
2. Technical information such as maps, data, and related assistance to local governments. (As needed)
3. Tracking reports of legislative bills. (As needed)
4. Staff presentations and reports to SACOG board and committees. (As needed)

Previous Work Completed:

1. Meeting notices and packets for periodic local government housing planner meetings. (As needed)
2. Staff reports to SACOG board/committees on housing related matters. (As needed)

Total Expenses	\$ 33,702.44
Salaries and Fringe	\$ 21,795.49
Indirect	\$ 6,906.95
Other	\$ 5,000.00

Total Revenues (includes deferred)	\$ 33,702.44
FY 21/22 SB1 Sustainable Communities Formula & Competitive	\$ 29,836.77
4-County TDA	\$ 3,865.67

AIRPORT LAND USE COMMISSION-GENERAL*Project #SAC122*

SACOG is the designated Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo and Yuba counties and is responsible for developing and maintaining Airport Land Use Compatibility Plans (ALUCPs) for the areas around each airport. SACOG works with each city and county to review consistency between the ALUCPs and local land use decisions.

The activities performed by SACOG are the direct result of state requirements through the State Aeronautics Act.

This work will be performed by SACOG staff with some assistance from its on-call consultant as needed.

Tasks:

1. Review of proposed development applications near airports for compatibility reviews. (As needed)
2. Set up consultant review system process for projects. (As needed)

Final Products:

1. ALUC consistency reviews. (As needed)

Previous Work Completed:

1. Conducted Airport Land Use Commission development reviews near Sacramento International Airport, Executive Airport and McClellan Field. (December 2020)

Total Expenses	\$ 22,645.57
Salaries and Fringe	\$ 2,008.94
Indirect	\$ 636.63
Consultant	\$ 20,000.00

Total Revenues (includes deferred)	\$ 22,645.57
4-County TDA	\$ 22,645.57

AIRPORT LAND USE FOR COMPATIBILITY FOR MATHER FIELD*Project #SAC123*

This project will update the Airport Land Use Compatibility Plan (ALUCP) for Mather Airport. The ALUCP will plan for the compatibility of land uses near the airport from a noise, safety, overflight, and airspace protection standpoint. SACOG, serving as the Airport Land Use Commission, will guide the development of the ALUCP with oversight and direction from Sacramento County, which operates the airport. The project will develop and adopt the updated ALUCP, plus work on its implementation afterwards. The project will cross multiple fiscal years.

The project implements the State Aeronautics Act, which SACOG serves as the Airport Land Use Commission and the responsibilities that come with that designation.

SACOG staff and its consultants, with coordination with Sacramento County Dept of Airports.

Tasks:

1. Implement adopted ALUCP by working with affected local agencies. (As needed)
2. Resolve any outstanding issues of ALUCP and future residential development. (As needed)
3. Review development applications near Mather for compatibility with adopted ALUCP. (As needed)

Final Products:

1. Adopted Mather Airport Land Use Compatibility Plan update. (As needed)
2. Development review of applications near Mather in relation to draft/adopted ALUCP. (As needed)

Previous Work Completed:

1. Draft ALUCP and Initial Study/Negative declaration for public review. (June 2022)

Total Expenses	\$	80,429.49
Salaries and Fringe	\$	15,513.34
Indirect	\$	4,916.15
Consultant	\$	40,000.00
Other	\$	20,000.00

Total Revenues (includes deferred)	\$	80,429.49
4-County TDA	\$	40,429.49
Other Local Revenues (grants, etc.)	\$	40,000.00

BLUEPRINT AND MTP/SCS IMPLEMENTATION*Project #SAC125*

SACOG adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in November 2019. As the Metropolitan Planning Organization (MPO), SACOG is required by federal and state laws to update and maintain the MTP/SCS as well as facilitate and monitor its implementation. The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. This 20-year plan is organized around four primary goals: (1) build vibrant places for today's and tomorrow's residents, (2) foster the next generation of mobility solutions, (3) modernize the way we pay for transportation infrastructure, and (4) build and maintain a safe, reliable, and multimodal transportation system.

The MTP/SCS builds on the success of the Sacramento Region Blueprint. Developed in 2002-2004, the Regional Blueprint relies on smart growth principles to envision a development footprint that provides plenty of capacity for a growing region while conserving farmland and natural resources, improving air quality, and raising the overall quality of life for the region's residents. Both the Blueprint and the MTP/SCS shape much of SACOG's work program.

Implementation of the Blueprint and MTP/SCS is a regional effort that cannot be accomplished by SACOG alone. The objective of this work element is to outline the activities SACOG staff is taking on throughout the fiscal year to further regional goals and to provide support for ongoing regional Blueprint and MTP/SCS implementation efforts undertaken by SACOG's member and partner agencies. In FY 2022-2023, these activities include participation in a number of coordination and partnership meetings aimed at monitoring and steering programs or projects that implement portions of the MTP/SCS, technical assistance to member and partner agencies, and tracking and monitoring of land use and transportation activities related to MTP/SCS implementation.

This work will be performed by SACOG staff.

Tasks:

1. Monthly Blueprint Implementation Activities. (Periodic)
2. MTP/SCS Consistency and Blueprint Letters for member agencies. (As needed)

Final Products:

1. Staff reports for MTP/Blueprint Implementation. (Periodic)

Previous Work Completed:

1. The 2020 MTP/SCS was adopted in November 2019.

Total Expenses	\$ 55,820.30
Salaries and Fringe	\$ 42,387.71
Indirect	\$ 13,432.59

Total Revenues (includes deferred) *	\$ 405,000.00
<i>CRRSAA Toll Credit Match</i>	\$ 6,402.59
Federal Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA)	\$ 55,820.30
Deferred Revenues - CRRSAA	\$ 349,179.70

* Total Revenues do not include Toll Credit Match

MTP/SCS UPDATE

Project #SAC126

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), titled Blueprint, is a 20-year plan that links land use, air quality, and transportation needs for the Sacramento Region. The plan is required and governed by both federal and state requirements. The current plan was adopted late in 2019 and is required to be updated every four years. The next MTP/SCS will be adopted by February 2024. This plan will lay out a set of strategies and actions for an integrated, multimodal transportation system and regional development pattern that can create a more thriving region that works for all residents. The plan will aim to connect housing to jobs, education, goods and services, and recreational opportunities while protecting and enhancing our natural and working landscapes. Ultimately, this plan will outline recommendations for public land use policy and transportation investment strategies for the Greater Sacramento region. More about the plan, along with ongoing updates, are available on the project's webpage at <https://www.sacog.org/2024-blueprint-mtpscs>

In FY 2022-2023 SACOG, in partnership with federal, state, and local partners, will be developing land use and transportation scenarios (called pathways) and holding a robust public input process. These efforts will lead to the adoption by the end of the FY of a preferred pathway/scenario that will describe the land use pattern and transportation investments that will underpin the final plan. In FY 2023-2024, SACOG will develop the final policy and action elements of the plan, draft the final plan document and supporting Environmental Impact Report, and adopt the plan by February 2024.

This project is funded, in part, by SACOG's share of FY 2022-2023 SB1 Sustainable Communities Formula funds. The activities align with the Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction goals.

This work will be carried out primarily by SACOG staff, federal, state, and local partners, with some consultant support.

Tasks:

1. Staff will develop and evaluate three distinct pathways (or scenarios) designed to test various land use and transportation strategies and investments to inform the final action, financial, and policy elements of the Blueprint Plan. (July - October 2022)
2. Staff will engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. (Monthly)
3. Staff will prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. (August 2022 – March 2023)
4. Staff will prepare and the SACOG board will adopt a preferred pathway (scenario) for the Final Plan. (December 2022 – June 2023)
5. Staff will begin development of a Final Plan Document for Blueprint as well as associated technical reports. (December 2022 – June 2023)

Final Products:

1. Final Land Use and Transportation Pathways. (October 2022)
2. Public Workshops. (November 2022)
3. Elected Official Information Sessions. (March 2023)
4. Preferred Pathway Framework. (June 2023)

Previous Work Completed:

1. Regional Growth Projections. (December 2022)
2. Plan Process Map, Policy Framework, and Outreach Strategy. (February 2022)
3. The 2020 MTP/SCS was adopted in November 2019.

Total Expenses	\$ 1,569,974.72
Salaries and Fringe	\$ 1,066,881.78
Indirect	\$ 338,092.93
Consultant	\$ 155,000.00
Other	\$ 10,000.00

Total Revenues (includes deferred) *	\$ 1,569,974.72
<i>FHWA PL Toll Credit Match</i>	<i>\$ 79,667.80</i>
FHWA PL	\$ 694,575.42
FY 22/23 SB1 Sustainable Communities Formula & Competitive	\$ 774,991.00
4-County TDA	\$ 100,408.30

* Total Revenues do not include Toll Credit Match

MTP/SCS UPDATE – PCTPA

Project #SAC127

This project includes SACOG staff time for Placer County Transportation Planning Agency (PCTPA) related MTP/SCS update.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), titled Blueprint, is a 20-year plan that links land use, air quality, and transportation needs for the Sacramento Region. The plan is required and governed by both federal and state requirements. The current plan was adopted late in 2019 and is required to be updated every four years. The next MTP/SCS will be adopted by February 2024. This plan will lay out a set of strategies and actions for an integrated, multimodal transportation system and regional development pattern that can create a more thriving region that works for all residents. The plan will aim to connect housing to jobs, education, goods and services, and recreational opportunities while protecting and enhancing our natural and working landscapes. Ultimately, this plan will outline recommendations for public land use policy and transportation investment strategies for the Greater Sacramento region. More about the plan, along with ongoing updates, are available on the project's webpage at www.sacog.org/2024-metropolitan-transportation-plansustainable-communities-strategy-update.

In FY 2022-2023 SACOG, in partnership with federal, state, and local partners, will be developing land use and transportation scenarios (called pathways) and holding a robust public input process. These efforts will lead to the adoption by the end of the FY of a preferred pathway/scenario that will describe the land use pattern and transportation investments that will underpin the final plan. In FY 2023-2024, SACOG will develop the final policy and action elements of the plan, draft the final plan document and supporting Environmental Impact Report, and adopt the plan by February 2024.

This project is funded PCTPA Rural Planning Assistance (RPA) Funds. The activities align with the Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction targets.

This work will be carried out primarily by SACOG staff, federal, state, and local partners, with some consultant support.

Tasks:

1. Staff will develop and evaluate three distinct pathways (or scenarios) designed to test various land use and transportation strategies and investments to inform the final action, financial, and policy elements of the Blueprint Plan. (July - October 2022)

2. Staff will engage in outreach and engagement with stakeholders through advisory working groups, partner meetings, online materials, presentations, and SACOG's board and committee meetings. (Monthly)
3. Staff will prepare for and hold public workshops and elected official information sessions as required by state and federal guidelines. (August 2022 – March 2023)
4. Staff will prepare and the SACOG board will adopt a preferred pathway (scenario) for the Final Plan. (December 2022 – June 2023)
5. Staff will begin development of a Final Plan Document for Blueprint as well as associated technical reports. (December 2022 – June 2023)

Final Products:

1. Final Land Use and Transportation Pathways. (October 2022)
2. Public Workshops. (November 2022)
3. Elected Official Information Sessions. (March 2023)
4. Preferred Pathway Framework. (June 2023)

Previous Work Completed:

1. Regional Growth Projections. (December 2022)
2. Plan Process Map, Policy Framework, and Outreach Strategy. (February 2022)
3. The 2020 MTP/SCS was adopted in November 2019.

Total Expenses	\$ 71,640.59
Salaries and Fringe	\$ 54,401.01
Indirect	\$ 17,239.58

Total Revenues (includes deferred)	\$ 71,640.59
PCTPA RPA Funds	\$ 71,640.59

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Project #SAC129

The purpose of this element is to ensure that SACOG is meeting its obligation to integrate performance-based planning and programming into the Metropolitan Transportation Plan and Transportation Improvement Program.

Beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing under the Fixing America's Surface Transportation Act (FAST Act), state departments of transportation are required to set and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Following the state target setting process, Metropolitan Planning Organizations (MPOs) have 180 days to set their own targets or elect to support the state's targets. Following the establishment of both state and regional targets, MPOs must report annually or bi-annually to the state on progress toward meeting those targets.

SACOG will update or re-certify annual targets for the Safety Performance Measures (PM1) and certify new 2-year and 4-year targets for Pavement/Bridge Condition (PM2) and System Performance Measures (PM3) for performance periods as requested by Caltrans. As the MPO for an urbanized area that does not meet the air quality standards identified in the Clean Air Act, SACOG is responsible for development of a CMAQ Performance Plan to be submitted by Caltrans to FHWA in the second Baseline Performance Period

Report for PM3. SACOG will also integrate performance goals, objectives, measures, and targets into the planning process for the 2024 MTP/SCS, 2023 MTIP, and agency funding rounds. Staff will closely monitor and support the long-term delivery progress of projects most likely to achieve MTP/SCS performance targets and federal performance target support. Staff will also develop data and interactive tools to spatially display federal performance metrics and related MTP/SCS performance metrics to help drive early 2024 MTP/SCS policy discussions.

This work will be performed by SACOG staff. Some PPA Tool development will be completed by consultants.

Tasks:

1. Monitor safety performance data and set targets for PM1. (Annual, due Feb 2023)
2. Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. (As needed)
3. Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. (As needed)
4. Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. (As needed)
5. Update project performance assessment (PPA) tool and interactive spatial performance metric display. (As needed)
6. Develop Draft CMAQ Performance Plan. (Bi-annual)

Final Products:

1. Establish Regional Targets or Support Statewide PM1 Safety Targets for 2022 - SACOG Board Action. (March 2023)
2. Update Project performance assessment (PPA) tool and interactive spatial performance metric display. (June 2023)

Previous Work Completed:

1. CMAQ Performance Plan. (September 2021)
2. Pavement and Bridge Performance Targets included in MTP (PM2). (November 2021)
3. System Performance Targets (PM3) included in MTP. (November 2021)
4. Year 2 Safety Performance Targets (PM1). (February 2022)
5. Version 2 Project Performance Assessment Tool. (April 2022)

Total Expenses	\$	97,668.52
Salaries and Fringe	\$	74,165.58
Indirect	\$	23,502.94

Total Revenues (includes deferred) *	\$	97,668.52
<i>FTA 5303 Toll credit Match</i>	\$	11,202.58
FTA 5303	\$	97,668.52

* Total Revenues do not include Toll Credit Match

PERFORMANCE-BASED PLANNING AND PROGRAMMING – PCTPA

Project #SAC130

This project includes SACOG staff time for Placer County Transportation Planning Agency (PCTPA) related Performance-Based Planning and Programming work.

The purpose of this element is to ensure that PCTPA is meeting its obligation to integrate performance-based planning and programming into the Metropolitan Transportation Plan and Transportation Improvement Program.

Beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing under the Fixing America's Surface Transportation Act (FAST Act), state departments of transportation are required to set and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Following the state target setting process, Metropolitan Planning Organizations (MPOs) have 180 days to set their own targets or elect to support the state's targets. Following the establishment of both state and regional targets, MPOs must report annually or bi-annually to the state on progress toward meeting those targets.

SACOG will update or re-certify annual targets for the Safety Performance Measures (PM1) and certify new 2-year and 4-year targets for Pavement/Bridge Condition (PM2) and System Performance Measures (PM3) for performance periods as requested by Caltrans. As the MPO for an urbanized area that does not meet the air quality standards identified in the Clean Air Act, SACOG is responsible for development of a CMAQ Performance Plan to be submitted by Caltrans to FHWA in the second Baseline Performance Period Report for PM3. SACOG will also integrate performance goals, objectives, measures, and targets into the planning process for the 2024 MTP/SCS, 2023 MTIP, and agency funding rounds. Staff will closely monitor and support the long-term delivery progress of projects most likely to achieve MTP/SCS performance targets and federal performance target support. Staff will also develop data and interactive tools to spatially display federal performance metrics and related MTP/SCS performance metrics to help drive early 2024 MTP/SCS policy discussions.

This work will be performed by SACOG staff. Some PPA Tool development will be completed by consultants.

Tasks:

1. Monitor safety performance data and set targets for PM1. (Annual, due Feb 2023)
2. Monitor NHS conditions and bridge conditions and set new 2-yr and 4-yr targets for PM2. (As needed)
3. Monitor regional system performance metrics and set new 2-yr and 4-yr targets for PM3. (As needed)
4. Participate in state and federal meetings to develop statewide targets in partnership with Caltrans and MPOs. (As needed)
5. Update project performance assessment (PPA) tool and interactive spatial performance metric display. (As needed)
6. Develop Draft CMAQ Performance Plan. (Bi-annual)

Final Products:

1. Establish Regional Targets or Support Statewide PM1 Safety Targets for 2022 - SACOG Board Action. (March 2023)

2. Update Project performance assessment (PPA) tool and interactive spatial performance metric display. (June 2023)

Previous Work Completed:

1. CMAQ Performance Plan. (September 2021)
2. Pavement and Bridge Performance Targets included in MTP (PM2). (November 2021)
3. System Performance Targets (PM3) included in MTP. (November 2021)
4. Year 2 Safety Performance Targets (PM1). (February 2022)
5. Version 2 Project Performance Assessment Tool. (April 2022)

Total Expenses	\$	9,961.30
Salaries and Fringe	\$	7,564.21
Indirect	\$	2,397.09

Total Revenues (includes deferred) *	\$	9,961.30
PCTPA RPA Funds	\$	9,961.30

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

Project #SAC132

As the Regional Transportation Planning Agency (RTPA) for four counties and fifteen cities, SACOG administers the funds made available through the Transportation Development Act. These TDA funds are necessary to provide transit services within the SACOG Region.

These funds include a quarter cent sales tax for the Local Transportation Fund (LTF) and a slice of the diesel fuel state tax for the State Transit Assistance Fund (STA). The LTF funds are collected by the State Board of Equalization and returned to the Counties. The STA funds are managed at the state level by the State Controller's Office and an award is forwarded on a quarterly basis to SACOG. As the administrator of the LTF and STA funds, SACOG oversees and approves the transfer of the funds to individual agencies.

The process involves several steps or tasks which are completed similarly from year to year. These steps involve an apportionment of funds to the agencies for budgeting purposes. Funds are then allocated to the agencies through the TDA claim process. With the allocation, SACOG issues an authorization which allows the Counties and SACOG to make payments to the individual agencies based on the year-to-date funds received from the Board of Equalization or State Controller's Office and a pro rata share.

A key requirement for the allocation of LTF funds to projects of the individual agencies is the Unmet Transit Needs process. SACOG conducts the annual unmet transit needs process by conducting public hearings throughout the RTPA Region. After compiling the public comments regarding transit needs, SACOG and the County Social Service Transportation Advisory Councils review the information and requests to determine whether they are reasonable to meet based on SACOG adopted criteria. Findings and recommendations are then presented to the SACOG's Board for approval. Per Board direction, SACOG reviewed and updated the Unmet Transit Needs Process and Definitions in August 2015.

SACOG is also responsible for providing the necessary annual fiscal audits and the triennial performance audits for all claimants.

This work will be performed by SACOG staff and independent auditors.

Tasks:

1. Approve Findings of Apportionment for LTF and STA funds. (February 2023)
2. Approve TDA claims and update related documents and databases. (Monthly)
3. Provide for the Annual Fiscal Audits. (Annual, September 2022– January 2023)
4. Advertise Notices for Unmet Transit Needs Hearings. (September 2022)
5. Hold Unmet Transit Needs Hearings. (October-November)
6. Final Unmet Transit Needs Hearing before SACOG Board. (January)
7. Approve Unmet Transit Needs Findings for each jurisdiction. (February)
8. Provide Unmet Transit Needs minutes and recommendations based on public hearings and the meetings with the Social Service Transportation Advisory Councils. (February 2023)
9. Provide Triennial Performance audits. (July 2022-February 2023)

Final Products:

1. Provide for the Annual Fiscal Audits. (September 2022-January 2023)
2. Provide for Triennial Performance audits. (July 2022-February 2023)

Previous Work Completed:

1. Unmet Transit Needs. (January 2022)
2. TDA Claims. (March 2022)

Total Expenses	\$ 1,164,018.64
Salaries and Fringe	\$ 164,323.82
Indirect	\$ 52,073.92
Consultant	\$ 311,987.00
Other	\$ 635,633.90

Total Revenues (includes deferred)	\$ 1,164,018.64
4-County TDA	\$ 1,158,018.64
Other Local Revenues (grants, etc.)	\$ 6,000.00

TRANSPORTATION DEMAND MANAGEMENT

Project #SAC133

SACOG's Regional Transportation Demand Management (TDM) program promotes alternative mode use (carpooling, vanpooling, public transit, bicycling, walking, and telecommuting) for all types of trips and supports education, outreach & planning efforts that support those modes. This program works to reduce air emissions, provides congestion relief, and increases mobility and safety for residents and commuters.

SACOG facilitates ride matching for carpools and vanpools, provides alternative mode information through the 511 telephone number and website, works with outreach partners to offer guaranteed ride

home, conducts public outreach and educational campaigns with various outreach partners (transportation management agencies/organizations and public agencies), and develops competitive grants and/or programming for local jurisdictions to pilot projects, tools, programs, and incentives that reduce emissions and/or vehicle miles traveled.

The TDM program's activities are part of several policies and actions set forth in the SACOG 2020 MTP/SCS to meet air quality requirements and the state's 19% greenhouse gas (GHG) reduction target. Specifically, Policy #1: Shortened vehicle trips (reduce average trip length that residents take on a daily basis) and Policy #2: Increased transit, bike, and walk trips (resulting from shifting trips from vehicle travel to non-vehicle modes) make up over 10% of the factors that will meet the SACOG region's 19% GHG reduction goal.

This work will be performed by SACOG staff, local jurisdictions, and outreach partners. This program utilizes federal RSTP and CMAQ funding. A small allocation of SAFE funding is used for TDM programs or projects that might not meet all eligibilities for federal dollars but important in reducing emissions and/or vehicle miles traveled.

Tasks:

1. Administer grant rounds and execute subrecipient agreements. (As needed)
2. Manage, coordinate, and implement regional TDM programs to promote, encourage and incentivize car trip reduction. (Monthly)
3. Promote and manage guaranteed ride home program. (As needed)
4. Promote and manage vanpool subsidy program. (As needed)
5. Promote and manage Sac Region 511 website and phone calls. (Monthly)
6. Monitor grant/subrecipient projects & agreements. (Monthly)
7. Measure performance for all TDM projects. (As needed)
8. Implement next generation mobility projects - shared micro mobility, next generation transit projects, mobility hubs. (As needed)

Final Products:

1. GRH Usage Rate Report. (As Needed)
2. NTD Reporting Status Report. (As Needed)
3. Grant Management and Status Reports. (As Needed)
4. Performance Measurement Reports. (As needed)
5. Manage Sac Region 511 website. (As needed)

Previous Work Completed:

1. May is Bike Month Campaign 2022. (June 2022)
2. Procurement for Guaranteed Ride Home vendors. (October 2021)
3. Monitoring of grant/subrecipient projects & agreements. (June 2022)
4. Managed Sac Region 511 website and phone calls. (June 2022)
5. Follow up survey work for telework pilot. (June 2022)

Total Expenses	\$ 1,478,940.00
Salaries and Fringe	\$ 571,533.34
Indirect	\$ 181,117.90
Consultant	\$ 75,000.00
Pass-Through	\$ 615,788.76
Other	\$ 35,500.00

Total Revenues (includes deferred) *	\$ 1,478,940.00
<i>CMAQ & RSTP Toll Credit Match</i>	<i>\$ 169,634.42</i>
Federal Congestion Mitigation Air Quality (CMAQ)	\$ 978,940.00
Federal Regional Surface Transportation Program (RSTP)	\$ 500,000.00

* Total Revenues do not include Toll Credit Match

SHARED SERVICES

Project #SAC135

This project will provide coordinated support for the Board of Directors, member jurisdictions, and other local public agencies for opportunities for shared and direct services that save money or improve services; includes communication and coordination with member jurisdiction staff, other local public agencies; staff to research, analyze, solicit comment, share best practices and strategies and coordinate regional discussions for shared service opportunities either as related to MPO/COG functions or as a conduit to independent member jurisdiction shared service efforts in the future. The current fiscal year will add an internal project assistance component, providing a shared service lens to priority projects that may include but is not limited to; cooperative contracting, scaled implementation, and expansion of outreach.

This element provides the overall management, coordination and direction for Shared Services activity including Policy and Innovation Committee and working groups representing city managers, county executives, other local public agency executives, and local public agency departmental staff. Activities in this element will include interaction with the Board of Directors, its committees, local public agencies, and SACOG project managers. SACOG's work in this area will align with member jurisdictions and other local public agencies shared interests in order to scale opportunities to the region.

This work will be performed by SACOG staff.

Tasks:

1. Contract Administration. (As needed)
2. Contract/initiative Marketing. (As needed)
3. Develop and implement internal shared service assistance framework. (As needed)
4. Attendance at local jurisdiction, sub-regional, and regional discussions of shared services and new governance structure considerations. (As needed)
5. New opportunities or initiatives. (As needed)

Final Products:

1. Internal shared service project assistance framework. (As needed)

Previous Work Completed:

1. Pavement shared service framework. (December 2020)

Total Expenses	\$ 61,873.14
Salaries and Fringe	\$ 37,871.67
Indirect	\$ 12,001.47
Other	\$ 12,000.00

Total Revenues (includes deferred)	\$ 61,873.14
High Occupancy Vehicle Fines	\$ 15,000.00
4-County TDA	\$ 11,873.14
Other Local Revenues (grants, etc.)	\$ 35,000.00

RACE, EQUITY & INCLUSION INITIATIVE*Project #SAC139*

This is a process to develop a Racial Equity Action Plan (REAP) for SACOG.

This project aligns with Executive Order 12898, Federal Environmental Justice; Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government; and aligns with anticipated guidance from the state of California and Caltrans.

This work will be performed by SACOG Staff and Board, external partners, and consultant.

Tasks:

1. Use research findings from prior fiscal year tasks to develop draft racial equity action plan. (July 2022)
2. Solicit feedback on draft REAP and use feedback to develop final REAP. (October 2022)
3. Conduct internal and external rollout and implementation final REAP. (Ongoing)

Final Products:

1. Draft Racial Equity Action Plan. (July 2022)
2. Final Racial Equity Action Plan. (October 2022)

Previous Work Completed:

1. Racial equity statement of change and commitment (February 2022)
2. Draft Framework for Racial Equity. (December 2020)
3. Racial Equity Audit. (November 2020)

Total Expenses	\$ 165,648.38
Salaries and Fringe	\$ 84,021.97
Indirect	\$ 26,626.41
Consultant	\$ 52,500.00
Other	\$ 2,500.00

Total Revenues (includes deferred)	\$ 165,648.38
4-County TDA	\$ 165,648.38

ENGAGE, EMPOWER, & IMPLEMENT

Project #SAC140

Engage, Empower, and Implement (EEI) is a three-million-dollar transportation funding program focused on low-income residents and Black, Indigenous, and People of Color (BIPOC). The program is focused on engaging with residents and communities that have been historically underserved, underinvested, and systemically oppressed to understand their transportation needs, empowering a community led process for identifying solutions, and working with the community, cities, counties, and other stakeholders to implement these solutions over time with future SACOG funding and other grant opportunities. This program will create a framework, tools, and resources for city, counties, community-based organizations, etc. to engage in co-creation of projects that will result in a pipeline of projects that are rooted in community and need and ready for implementation funds from SACOG, state and federal funding, and other opportunities.

Aligns with State and Federal goals in advancing equity. This project is consistent with advancing racial equity and support for underserved communities.

This work will be performed by: SACOG staff, consultants, community-based organization, member jurisdictions, partners, and stakeholders.

Tasks:

1. Develop Framework for EEI. (As needed)
2. Stakeholder Engagement. (Monthly)

Final Products:

1. EEI Framework. (March 2023)

Total Expenses	\$ 194,252.60
Salaries and Fringe	\$ 94,352.47
Indirect	\$ 29,900.13
Consultant	\$ 70,000.00

Total Revenues (includes deferred)	\$ 194,252.60
4-County TDA	\$ 174,252.60
Other Local Revenues (grants, etc.)	\$ 20,000.00

BLUEPRINT ENVIRONMENTAL IMPACT REPORT

Project #SAC141

A program-level Environmental Impact Report (EIR) for the 2024 Blueprint will be developed in compliance with the California Environmental Quality Act (CEQA). The purpose of the EIR is to provide

local decision-makers and the public with an objective analysis of the potential environmental consequences of the implementation of the regional plan. The EIR will also be developed within the SB 375 framework so that projects consistent with the plan qualify for relief from some CEQA requirements.

This work will be performed by SACOG staff and consultants.

Tasks:

1. Secure EIR Consultant Team. (July – November 2022)
2. Begin EIR analysis for Blueprint (2024 RTP and SCS). (November 2022 – June 2023)

Final Products:

1. Draft Regional EIR. (August 2023)
2. Final Regional EIR. (February 2024)

Total Expenses	\$ 347,157.39
Salaries and Fringe	\$ 172,494.27
Indirect	\$ 54,663.12
Consultant	\$ 75,000.00
Other	\$ 45,000.00

Total Revenues (includes deferred)	\$ 347,157.39
4-County TDA	\$ 347,157.39

TRANSFORMATIVE MOBILITY TEAM

Project #SAC142

The purpose of this project is to influence the development of significant transportation projects so that those projects can help the region achieve MTP/SCS goals.

Evaluate and report out on the most transformative mobility projects in the region and megaregion, be they supportive of the MTP/SCS or hinder our ability to reach our GHG targets, to SACOG management staff, including key performance metrics (such as federal safety, asset management and mobility performance metrics) and risk assessments. Influence the scope and delivery of the most transformative mobility projects in the region by attending early scoping and priority setting meetings at high management levels, representing SACOG's regional interests during development meetings. Support the most promising transformative and MTP/SCS supportive mobility projects in the region by developing ways to prioritize projects at a regional and mega-regional level, discussing funding strategies and leveraging SACOG's role as a convener to build partnerships and commitment. Confront and discourage projects that hinder the region's efforts to implement the MTP/SCS, including our ability to reach our GHG targets.

The activities align with Performance-based planning requirements.

This work will be performed by SACOG Staff.

Tasks:

1. Routinely analyze development of regionally transformative projects and current regional support policies and actions. (Monthly)
2. Participate in project development meetings for regionally transformative projects. (Tie to jurisdiction schedule)
3. Analyze performance and report on status of regionally transformative projects. (Quarterly)
4. Develop and recommend next steps, funding strategies and partnerships for regionally transformative projects. (Monthly)
5. Support Megaregional planning activities with neighboring MPOs. (Quarterly)
6. Cross-Team training on relevant planning and delivery practices related to regionally transformative projects. (Periodic)
7. Monitor SB 743 VMT mitigation requests and develop regional support processes. (As needed)

Total Expenses	\$	369,779.47
Salaries and Fringe	\$	269,654.40
Indirect	\$	100,125.07

Total Revenues (includes deferred) *	\$	369,779.47
<i>FHWA PL Toll Credit Match</i>	\$	42,413.71
FHWA PL	\$	369,779.47

* Total Revenues do not include Toll Credit Match

DISCRETIONARY TRANSPORTATION PLANNING GRANT ACTIVITIES AND PARTNERSHIP PROJECTS

Objective: To identify certain shorter-term transportation planning projects that have received discretionary planning grant funding and/or partnership funding.

Discussion: This element identifies specific studies or projects funded with discretionary transportation planning grants that are designed generally to have a term of one to three years. These include SACOG-led efforts, projects in which SACOG is a partner, and pass-through grants awarded to partner agencies as subrecipients to SACOG. This element also supports various projects that have grant, contractual and/or partnership funding. This element supports projects that include regional planning and implementation efforts, including a regional pedestrian and cycling data collection and evaluation effort, new RUCS-related agriculture, and open space projects; and regional technical assistance programs that support local jurisdictions on implementation activities related to the MTP/SCS, including safe routes to school, infill/revitalization and corridor planning.

TRANSPORTATION INFRASTRUCTURE FOR ECONOMIC PROSPERITY IN THE YUBA-SUTTER REGION

Project #SAC205

This partnership of local agencies, Caltrans, and SACOG will develop a plan for vital transportation projects to support greater economic prosperity in the two-county Yuba-Sutter region. The project will identify the infrastructure improvements on state highways and regional roadways that are most needed to foster tradable industries-- businesses with outside sales that bring in new wealth-- and further growth of the area's food, agriculture, tourism, mining, manufacturing, military, and technology sectors. The project will produce three deliverables. First, a recommended core set of transportation projects in the Yuba-Sutter area that support tradable sectors. Second, a summary of potential funding sources and strategies. Finally, the projects will produce an implementation strategy to fund these core transportation projects supporting economic prosperity. Most of the project work will have been completed in FY 2021-2022. FY 2022-2023 will see the project close out and implementation strategy.

Tasks:

1. Project close out and final invoicing. (July - August 2022)

Final Products:

1. Final report. (July 2022)

Previous Work Completed:

1. Regional Economic Profile. (June 2021)
2. List of Criteria for Key Sites and Transportation Projects. (June 2021)
3. Engagement and Outreach Plan. (June 2021)
4. Recommended list of core transportation projects. (March 2022)
5. Funding strategy and sources. (March 2022)
6. Final report. (July 2022)

Total Expenses	\$ 3,196.00
Consultant	\$ 3,196.00

Total Revenues (includes deferred)	\$ 3,196.00
4-County TDA	\$ 3,196.00

REMIX PROJECT

Project #SAC208

SACOG will provide support and guidance with transit providers and stakeholders with integrated transportation and land use planning to optimize transit systems for an improve user experience in their local service areas. The projects will deliver a ROS Action Plan to support increased service improvements to help support regional GHG reductions.

SACOG staff and Sacramento Regional Transit District (SacRT) staff are the current users of the Remix planning software in the region. Staff at both agencies have used Remix to design and redesign transit route scenarios and use the outcomes and data analysis to inform policy decisions at stakeholder transit agencies in the region. SacRT has effectively used Remix to design and deploy its SacRT Forward, SmarT Ride ON-Demand Microtransit service, UC Davis Causeway Connection shuttle, and several other mobility improvement projects. Remix tool (SaaS) provided the necessary functions for SACOG to provide valuable support to the regional transit agencies for route planning, data analysis, demographics, cost analysis, and route design mapping that assisted the transit agencies with quantifying funding for community design and justification with capital assets used for transit services.

Remix will enable SACOG staff to assist the regional transit agencies in route optimization planning with their current service without the need of hiring a consultant firm resulting in cost savings and rapid decision making for those transit agencies. The Transit Coordinating Committee (TCC) and SACOG staff agree that use of Remix as the Software-as-a-Service (SaaS) tool for route planning is an efficient and cost-effective delivery approach. In addition, the Remix (SaaS) will be a valuable planning tool for the regional transit agencies to analyze and develop their post-COVID recovery plan.

This work will be performed by SACOG staff and Sacramento Region Transit Agencies, with consulting assistance as needed.

Tasks:

1. Provide ongoing support and assistance to providers on ROS design and planning via REMIX software. (Tie to Jurisdiction schedule)
2. Coordinate with transit providers on ROS needs; define and assesses transit alternatives. (Tie to Jurisdiction schedule)
3. Provide webinars and workshops to providers on REMIX software. (As needed)

Total Expenses	\$ 100,000.00
Salaries and Fringe	\$ 5,394.97
Indirect	\$ 1,709.66
Other	\$ 92,895.37

Total Revenues (includes deferred)	\$ 100,000.00
FTA 5307	\$ 100,000.00

SACRAMENTO REGIONAL PARKS AND TRAILS STRATEGIC DEVELOPMENT PLAN

Project #SAC209

The plan will develop a community and business-supported vision and strategic implementation approach for a connected regional trail system using public outreach, data analysis, and project prioritization. The ultimate system will create low-stress access for disadvantaged populations to parks and other community destinations to add to the region's sustainability and quality of life through increased active transportation opportunities that can improve public health. It will use regional transportation and land use data to identify priority segments to complete the regional trail system with park access and highlight the areas in greatest need of low-stress active transportation networks.

The project will identify a connected trail network that supports achieving regional long-range transportation plan goals of a per capita increase of 14% for bike trips and 19% for walking trips by 2036.

This work will be performed by SACOG staff.

Tasks:

1. Project close out and final invoicing. (July - August 2022)

Previous Work Completed:

1. Inventory and Analysis. (March 2021)
2. Identified regional trail network. (December 2021)
3. Prioritized trail segments for implementation. (February 2022)
4. Adopted plan. (June 2022)

Total Expenses	\$ 1,851.81
Salaries and Fringe	\$ 1,406.19
Indirect	\$ 445.62

Total Revenues (includes deferred)	\$ 1,851.81
4-County TDA	\$ 1,851.81

BUILD OUT INVENTORY DATA COLLECTION

Project #SAC221

This project is a technical data acquisition effort that will be the technical foundation to further the land use and transportation modeling that underpins all of SACOG's work, including the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) required by SB 375. This project will compile land use and transportation GIS data to create an accurate representation of the general plans, specific plans, and master plans for the six counties, 22 cities, and other partners in the Sacramento region. This work is in partnership with PCTPA and EDCTC and includes coordination with local cities and counties. In this project we are relying on cities and counties and their knowledge of tribal government

plans on any sovereign lands in our region. However, we will update the buildout information with any information we receive during our more direct outreach with tribal governments and agencies as part of the MTP/SCS update in 2022 and 2023.

This project is funded, in part, by FY 2020-2021 SB1 Sustainable Communities Competitive funds.

This work will be performed by: SACOG Staff and consultant.

Tasks:

1. Quarterly Invoicing. (Quarterly)
2. Quarterly Reporting and Final Close Out. (Quarterly)
3. Task 4.5: Regional Placetype Library. (As needed)
4. Task 4.6: Documentation. (As needed)
5. Task 4.7: Placetype Menu. (As needed)

Final Products:

1. Regional parcel file with all land use build out information in GIS format; regional centerline file with all transportation build out information in GIS format; SACOG will send both to Caltrans and present the product to the Board. (December 2022)

Total Expenses	\$ 26,763.71
Salaries and Fringe	\$ 1,339.29
Indirect	\$ 424.42
Consultant	\$ 25,000.00

Total Revenues (includes deferred)	\$ 26,763.71
FY 20/21 SB1 Sustainable Communities Formula & Competitive	\$ 22,132.50
4-County TDA	\$ 4,631.21

SACRAMENTO REGIONAL EMERGENCY PREPAREDNESS PLAN

Project #SAC222

The project is a Sustainable Transportation Planning project that seeks to create a Regional Emergency Preparedness Plan for the six-county region. The plan will focus on technical assistance with analysis and cataloging of current transit assets, analysis of the regional roadway network for evacuations, and analyze how will the next generation of zero emission transit vehicles could be utilized in evacuation events. The technical assistance provided by this funding would help SACOG region develop an updated and innovative coordinated plan for emergency preparedness. This plan will ensure that emergency operations centers are better prepared to operate on a regional scale in times of need.

The project will bring together a robust group of stakeholders to complete the Regional Emergency Preparedness Plan. The stakeholders for this plan will include Caltrans District 3 and the Emergency Operation Centers (OEC) from the region as well as the regional transit providers. Acknowledging that there is an established system of emergency procedures between CalOES and the various county EOCs, the goal of the plan is for SACOG to support the various county emergency operational plans by

coordinated, regional planning effort and enhancing the established Standardized Emergency Management System (SEMS) process. This effort aims to establish channels of information sharing and draft policies and procedures that the stakeholders can incorporate into their existing plans.

The plan will identify corridors, infuse vulnerability data into the corridor, add corridor-level asset inventories, and the use of Transit Asset Management (TAM) as a vehicle to resilience. In addition to the collecting and distributing current transit asset information, this plan seeks to analyze how the next generation of low emission and zero emission vehicles would affect evacuation efforts. This plan will be a joint effort carried out by SACOG, Caltrans, EDCTC, PCTPA, Sacramento Regional Transit, Yolo County Transportation District, Roseville Transit, Eldorado Transit, and various Emergency Operation Centers across the region. As the lead applicant, SACOG will be accountable to Caltrans for ensuring tasks are completed in coordination with project partners.

This work will be performed by SACOG staff, consultants hired for emergency planning analysis, partnering agency staff, Caltrans, CalOES, and other regional & state agencies.

Tasks:

1. Background/Existing Conditions/Plans. (October 2022 - February 2023)
2. Define Emergency Preparedness and the Project Region. (September 2022 - March 2023)
3. Prepare Sacramento Regional Emergency Preparedness Plan. (October 2022 - March 2023)
4. Review Draft Sacramento Regional Emergency Preparedness Plan (December 2022 - April 2023)
5. Prepare Final Sacramento Regional Emergency Preparedness Plan and Close-Out Reports. (January - April 2023)
6. Invoicing. (Quarterly)
7. Overall Work Program (OWP) Reports. (Quarterly)
8. SACOG's Board Adoption/Approval of Sacramento Regional Emergency Preparedness Plan. (March 2023 - May 2023)

Final Products:

1. Final Sacramento Regional Emergency Preparedness Plan (August 2023)

Previous Work Completed:

1. Staff Meeting. (November 2020)
2. Procured consultant for emergency planning analysis. (April 2021)
3. Released RFP. (June 2021)
4. Consultant Selected. (September 2021)
5. Kick-Off Meeting. (November 2021)

Total Expenses	\$ 277,211.50
Salaries and Fringe	\$ 35,850.53
Indirect	\$ 11,360.97
Consultant	\$ 230,000.00

Total Revenues (includes deferred)	\$ 277,211.50
FTA 5304	\$ 211,481.00
4-County TDA	\$ 65,730.50

COORDINATED RURAL OPPORTUNITIES PLAN (CROP) GRANT

Project #SAC223

This project is to develop a Coordinated Rural Opportunities Plan (CROP) that will focus on three areas:

1. Inventory all of our previous RUCS research related to agriculture along with all of the agricultural plans, strategies, and programs throughout the six-county region and distill that information to understand the challenges facing agriculture today and the current strategies to address them.
2. Identify general themes and geographies where existing strategies are not working as planned or where no strategies have been identified.
3. Create a framework for implementation that identifies and coordinates the unique infrastructure investments that are needed to support the continued viability of agriculture in our region.

Specific outcomes and deliverables of that will be part of the CROP include:

- Identification of agricultural supportive land uses and areas key to supporting agriculture-sector job growth and productivity.
- A unified regional message about the role and importance of agriculture in the regional economy and sustainability of the region's future growth.
- A regional approach to identifying and tackling barriers and solutions for agricultural viability.
- A rural economic development and resource conservation strategy.
- Increased ability of the region, collectively, to compete for future grants and private investment that support both agricultural economic growth and conservation.
- A set of regional and county-specific agricultural supportive infrastructure priorities.
- A comprehensive set of maps and visualizations that offer insight into the quilt work of agricultural land conservation easements and plans throughout the region, areas of critical importance or opportunity for supporting the agricultural economy, and supportive infrastructure locations.
- County-by-county strategies paired with a regional action plan and website update to support CROP implementation.

This work will be performed by SACOG Staff and consultant.

Tasks:

1. Task 4: Preliminary review of findings shared with Partners and Working Group for input and direction (Focus Area 3). (Periodic)
2. Task 5-Development of visualization materials related to county and regional assessment; highlighting county and regional level findings (Focus Area 3). (As needed)
3. Task 6-Production of final CROP plan findings and recommendations, county spotlights, and regional highlights. (As needed)
4. Task 7-Final CROP Rollout. (As needed)
5. Task 8-Project Administration. (As needed)

Final Products:

1. Drafting of final plan chapters. (March 2023)
2. Drafting of needs and approach for Agriculture in the next MTP/SCS to initiate regional policy discussion. (March 2023)
3. Inclusion of information on the SACOG RUCS website to make information accessible to stakeholders and representatives. (March 2023)
4. Final project leaflets for sharing at outreach meetings. (March 2023)
5. Incorporation of Yolo County Agricultural Conservation Priority Plan in context of Yolo County Chapter. (March 2023)
6. Final meetings with individual counties to share deliverables and to educate on future usage. (March 2023)
7. Final Working Group meeting to share deliverables and to chart any next actionable steps. (March 2023)
8. Presentation to the SACOG Board of Directors and presentations to project partners and interested organizations. (March 2023)
9. Project management, budgeting, invoicing. (Quarterly)

Previous Work Completed:

1. Task 2: County-Level Agricultural Barriers and Solutions Assessment (Focus Area 2). (June 2022)
2. Task 3: Regional-Level Agricultural Barriers and Solutions Assessment (Focus Area 2). (June 2022)

Total Expenses	\$ 112,177.20
Salaries and Fringe	\$ 19,562.34
Indirect	\$ 6,199.27
Consultant	\$ 86,415.58

Total Revenues (includes deferred)	\$ 112,177.20
4-County TDA	\$ 25,761.20
Department of Conservation	\$ 86,416.00

LEVERAGING ROAD PRICING AND SHARED USE MOBILITY INCENTIVES TO ACHIEVE POLICY GOALS

Project #SAC226

SACOG, SCAG, and SANDAG, in partnership with Caltrans, will develop a common research design framework for pilot projects to test the effects of integrating mobility payment systems (e.g. congestion and corridor fees) with demand management approaches (e.g. incentives for not driving alone) to achieve policy outcomes: advancing equity in underserved communities; reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions; managing roadway congestion; and providing sustainable revenues from fees for system maintenance and operation. Caltrans is leading the changeover from fuel tax to road charges in California through its Road Charge program— this project seeks to design pilot testing that would put MPOs in a position to complement Caltrans’ efforts in the changeover by implementing other valuable policy-driven facility pricing systems and incentives that magnify desirable environmental and

equity outcomes supporting EO-19-19 and the Caltrans Equity Statement while minimizing negative impacts, especially on underserved communities.

By developing a research design framework for a pricing pilot, this work will help advance state and federal goals for reducing VMT, congestion, and GHG.

This work will be performed by SACOG, SANDAG, SCAG and a consultant.

Tasks:

1. Project administration. (Monthly)
2. Consultant procurement. (As needed)
3. Project guidance and stakeholder collaboration. (Monthly)
4. Pilot research design. (Monthly, February 2022 - June 2024)
5. Pilot technology design (Monthly, March 2022 - June 2024)
6. Pilot participant information/interface design. (Monthly, March 2022 - June 2024)
7. Project documentation and reporting. (As needed, November 2023 - June 2024)

Final Products:

1. Kick-off meeting with Caltrans - meeting notes. (As needed)
2. Quarterly invoices and progress reports. (Quarterly)
3. DBE reporting. (As needed)
4. SACOG's current procurement procedures. (As needed)
5. Copy of the Request for Proposals/Qualifications. (As needed)
6. Copy of the Contract between consultant and SACOG. (As needed)
7. Copies of all amendments to the consultant contract. (As needed)
8. Meeting notes from project Kick-off with consultant. (As needed)
9. Stakeholder meeting summaries. (Quarterly)
10. Roster of advisory group members. (As needed)

Previous Work Completed:

1. Consultant procurement. (April 2022)

Total Expenses	\$ 520,495.63
Salaries and Fringe	\$ 71,756.21
Indirect	\$ 22,739.42
Consultant	\$ 350,000.00
Other	\$ 76,000.00

Total Revenues (includes deferred)	\$ 584,750.00
FHWA State Planning & Research Funds (SP&R) Carryover	\$ 402,745.63
4-County TDA	\$ 41,750.00
Third-party in-kind	\$ 76,000.00
Deferred Revenues – SP&R	\$ 64,254.37

REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY ACTIVITIES*Project #SAC227*

Regional Transit Network Capacity, Speed, and Reliability Investment Plan – This effort will begin implementation the Next Generation Transit Strategies and will focus on developing a regional transit network that improves transit travel speed and near-term infrastructure improvements to support high-capacity transit services to assist our regional transit operators in their post pandemic recovery. Planning for the future is a critical piece of recovery for transit in our region and helps define what our transit system will be working towards and implementing as we move out of recovery. Other recovery activities include a return-to-work survey.

This work will be performed by SACOG Staff and consultants.

Tasks:

1. Develop project scope. (As needed)
2. Consultant procurement for Regional Transit Study. (As needed)
3. Begin work on Regional Transit Study. (May/June 2022)
4. Support Return to Work survey efforts. (as needed)
5. Conclude Regional Transit Study (October 2023)

Total Expenses	\$	734,379.55
Salaries and Fringe	\$	177,978.48
Indirect	\$	56,401.06
Consultant	\$	500,000.00

Total Revenues (includes deferred)	\$	809,671.00
Federal Transit Administration American Rescue Plan Act Stimulus Funding (ARPA)	\$	284,379.55
4-County TDA	\$	450,000.00
Deferred Revenues - ARPA	\$	75,291.45

REGIONAL PROJECTS

Objective: This element supports activities to develop a Regional Project in the Sacramento region.

Discussion: This element includes the work to plan, establish a governance and operations structure, fund, implement, and evaluate regional program in the SACOG region.

REGIONAL BIKE SHARE PILOT PROJECT

Project #SAC213

The Regional Bike Share Pilot Project is a bicycle and pedestrian project and a Transportation Demand Management (TDM) project, an outreach project that promotes a new/existing service, and technical assistance. This project meets all the eligibility criteria in that it is a transportation project that generates emission reductions and is located in the Sacramento Non-Attainment area. The first phase of the bike share project (completed in 2019) was to purchase and install bike parking and capital investments to launch a bike share system. The second phase focuses on planning for the expansion of the regional bike share system, purchasing and installing more bike parking in low density areas, and conducting outreach and education about safety and promoting the use of the bikes.

While the Sacramento Regional Bike Share System is the second busiest system of JUMP bike and scooter share systems worldwide in 2019, second only to Paris, trips from low density areas still lag far behind higher density downtown cores and college campuses. This project aims continue to plan for the expansion of the bike share system usage in low density residential areas, where historic ridership has been low. A key challenge is offering bike share and scooter share riders a convenient and approve method of parking in areas with zero bike parking. The system averages between 3 to 6 trips per bike/scooter per day, with average trip lengths of 1.3 miles. There are over 1,000 bikes and scooters normally deployed. This creates a range of vehicle miles traveled per month of 117,000 to 234,000.

This project will reduce vehicle trips by offering and encouraging bike share in the region. This will reduce congestion and improve air quality.

The tasks below will be completed using CMAQ funds. Local funds from Sacramento Metropolitan Air Quality Management District will be used to provide a subsidy to Lime for operating bike share services since this is not an eligible use of CMAQ funds.

This work will be performed by SACOG staff and consultants.

Tasks:

1. Purchase and install bike parking. (As needed)
2. Education and outreach to increase use and safety of the system. (As needed)
3. Planning for expansion of bike share system. (Monthly)
4. Establish regional data dashboard evaluation. (As needed)

Final Products:

1. Map of parking locations. (As needed)
2. Education and outreach materials - print and electronic. (As needed)

3. Updated plans for expansion. (As needed)
4. Screenshots of data dashboard. (As needed)

Previous Work Completed:

1. Progress on installing more bike parking. (June 2022)
2. Planning for expansion of bike share system. (June 2022)
3. Regional data dashboard pilot project. (March 2022)

Total Expenses	\$ 572,765.50
Salaries and Fringe	\$ 52,972.39
Indirect	\$ 16,786.86
Consultant	\$ 65,000.00
Pass-Through	\$ 321,506.25
Other	\$ 116,500.00

Total Revenues (includes deferred) *	\$ 677,491.80
<i>CMAQ Toll Credit Match</i>	<i>\$ 44,891.20</i>
Federal Congestion Mitigation Air Quality (CMAQ)	\$ 391,379.21
AQMD Grant	\$ 181,386.29
Deferred Revenues - AQMD	\$ 104,726.30

* Total Revenues do not include Toll Credit Match

SACOG CONNECT CARD IMPLEMENTATION

Project #SAC215

The purpose of this element is to close out the Connect Card project and transition ownership to Sacramento Regional Transit (SacRT). Connect Card is a smart transit card electronic fare payment system for the Sacramento Region. Seven transit agencies participate in the program and SacRT manages the day-to-day operations. SACOG's role has been to manage funds, manage the vendor contracts, and participate in a regional effort to ensure the Connect Card system is efficient, sustainable, and cost-effective. SACOG anticipates that in FY 2022-2023 the Connect Card project will be transitioned over to SacRT for operations and management of the Connect Card System.

The activities align with Federal and State Requirements by simplifying transit system operations, improving system connectivity, contributing to regional and state air quality goals, and finally, improving the attractiveness of transit as an alternative to the Single Occupancy Vehicle.

This work will be performed by SACOG staff and industry expert consultants.

Tasks:

1. Complete transition of Connect Card to SacRT

Previous Work Completed:

1. Final System Acceptance. (December 2021)

Total Expenses	\$ 1,058,091.82
Salaries and Fringe	\$ 6,001.39
Indirect	\$ 1,901.83
Consultant	\$ 984,622.00
Other	\$ 65,566.60

Total Revenues (includes deferred)	\$ 1,058,091.82
FTA 5307	\$ 102,828.22
PTMISEA Funds	\$ 889,698.00
Other Local Revenues (grants, etc.)	\$ 65,565.60

PASS-THROUGH TO OTHER AGENCIES

Objective: To identify pass-through funds awarded to partner agencies.

Discussion: This element identifies grants or other funds are awarded to transportation partners that must flow through SACOG as the official recipient or Regional Transportation Planning Agency for the region. SACOG exercises limited administrative duties, such as progress reporting and financial reimbursement on behalf of the grantee; however, the grantee has responsibility for managing the tasks associated with the grant.

REGIONAL EARLY ACTION PLANNING FUNDS (REAP)

Project #SAC217

In 2019, Assembly Bill 101 allocated almost \$6.8 million to SACOG in the Regional Early Action Planning (REAP) grant program. This is a one-time fund for the region and local governments to utilize towards housing planning and promote housing production. About 93% of the funds will be used for grants to local government agencies for housing related planning activities. SACOG serves as the administrator of the grants.

REAP program will implement state housing laws and policies towards the production of more housing.

This work will be performed by: SACOG, its consultants and the grant recipient government agencies.

Tasks:

1. On-going manage and support activities related to the REAP grant administration, including:
 - a. Activity 1: sub-allocate funds for housing elements.
 - b. Activity 2: sub-allocation funds for non-competitive grants.
 - c. Activity 3: sub-allocation funds for competitive grants.
 - d. Activity 4: sub-allocation funds for Civic Lab Year 2 participants.
 - e. Activity 5: Civic Lab housing series and technical assistance.
 - f. Activity 6: pass-through funds for city of South Lake Tahoe.
 - g. Activity 7: Administration.
 - h. Activity 8: Housing element compliance and post-compliance housing related activities.

Final Products:

1. Invoicing packages for grants. (Periodic)
2. Housing element compliance/non-compliance letters for all jurisdictions in the region. (Periodic)

Previous Work Completed:

1. Memorandums of Understanding with grant recipients:
 - for housing element pass-through funds
 - for competitive pass-through funds
 - for non-competitive grant funds
 - for Civic Lab corridors pass-through funds

- for pass-through funds to the city of South Lake Tahoe
2. Staff report to SACOG Board for restructure of REAP funding framework to re-purpose funds for housing element compliance. (June 2022)
 3. Ascent contract amendment to provide service to non-compliant housing element jurisdictions. (June 2022)

Total Expenses	\$ 5,200,883.10
Salaries and Fringe	\$ 44,810.18
Indirect	\$ 14,200.27
Consultant	\$ 129,177.75
Pass-Through	\$ 4,998,873.85
Other	\$ 13,821.06

Total Revenues (includes deferred)	\$ 5,208,872.04
Regional Early Action Planning Funds (REAP)	\$ 5,200,883.10
Deferred Revenues - REAP	\$ 7,988.94

OPEN DATA PORTAL

Project #SAC218

SACOG's consultant, Bradshaw Consulting Services (BCS), will deploy an application platform compatible with ESRI technology to provide enhanced management and collaboration capabilities for the maintenance of Point and Centerline Range addressing datasets by the addressing authorities and public safety members within Sacramento County. BCS will implement its enterprise solution for address and centerline management, TheAddresser® for ArcGIS Enterprise. Capabilities that do not currently exist within the platform will be developed as additional services to the base purchase of the platform, in consultation with the Client to ensure compatibility and performance expectations.

This work will be performed by consultant.

Tasks:

1. Project completed, software maintenance only. (As needed)

Final Products:

1. Annual Maintenance. (July 2023)

Previous Work Completed:

1. Project Implementation completed. (December 2020)

Total Expenses	\$ 6,400.00
Consultant	\$ 6,400.00

Total Revenues (includes deferred)	\$ 6,400.00
Use of Undesignated Fund Balance	\$ 6,400.00

PARATRANSIT 4-PARTY AGREEMENT

Project #SAC220

Paratransit, Inc. (PI) will implement a pilot reimbursement-based volunteer driver program for seniors and people with disabilities in Sacramento County.

SACOG staff will provide Sacramento Regional Transit District (SacRT) an RT Go interactive map that will allow SacRT dispatchers and potential eligible riders to determine if their trip is an ADA trip or not. SACOG will also complete up to four quarterly updates of both the static and interactive RT Go maps.

These projects are using remaining local four party agreement funds to provide more transportation options to Sacramento County seniors and people with disabilities. SACOG staff are assisting SacRT with mapping for their RT Go ADA transportation services.

This work will be performed by Paratransit, Inc. staff will complete work for volunteer driver pilot and complete work on RT Go ADA mapping.

Tasks:

1. Paratransit, Inc. - Reimbursement-based volunteer driver program. (Tie to Jurisdiction schedule)
2. SacRT - RT Go static and interactive map updates. (As needed)

Final Products:

1. SacRT - RT Go static and interactive map updates. (As needed)

Previous Work Completed:

1. SacRT - RT Go static map updates. (July 2021)
2. SacRT - RT Go interactive map. (October 2021)

Total Expenses	\$ 41,964.71
Salaries and Fringe	\$ 9,085.52
Indirect	\$ 2,879.19
Pass-Through	\$ 30,000.00

Total Revenues (includes deferred)	\$ 41,964.71
Use of Undesignated Fund Balance	\$ 41,964.71

2022 IMAGERY COLLECTION

Project #SAC225

The Sacramento and Yolo GIS cooperatives, as well as other entities within the Sacramento region request SACOG to initiate an imagery collection to be performed in Spring 2022. SACOG will release an RFP on behalf of this imagery collaborative in order to select a contractor to perform imagery services. SACOG

will administrate a contract with the selected contractor. In FY22-23, the contractor will complete all flights. The imagery, LiDAR products, quality control, and all deliverables will be sent to the SACOG project manager by December 2022.

This work will be performed by Contractor selected through competitive RFP process.

Tasks:

1. Data Processing. (July – October 2022)
2. Deliverables QA/QC. (November – December 2022)
3. Final Delivery. (December 2022)

Final Products:

1. 2879 square miles of 3-inch resolution orthoimagery. (December 2022)
2. 110 square miles of LiDAR .las and building footprint vector data. (December 2022)
3. 200 square miles of MrSID compressed imagery. (December 2022)

Total Expenses	\$ 259,627.28
Salaries and Fringe	\$ 20,917.74
Indirect	\$ 6,628.79
Consultant	\$ 232,080.75

Total Revenues (includes deferred)	\$ 259,627.28
Other Local Revenues (grants, etc.)	\$ 259,627.28

GREEN MEANS GO
SAC229

Project #SAC228 &

The Green Means Go is a multi-year pilot that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development and reducing and electrifying vehicle trips. It directs state funding to projects that create more infill housing, increases mobility, and reduces vehicles emissions. Green Means Go funding will be directed to locally nominated Green Zones, areas that cities and counties have identified for infill development in their local plan that are within a center, corridor, or established community as identified in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy. In addition to reducing vehicle emissions, the pilot will also stimulate economic development and improve quality of life in the region. To support the pilot program, the SACOG Board has directed that eligible future state funds be used on the Green Means Go Program. All 28 local jurisdictions support this program and 23 have already adopted Green Zones, which are key areas that must have infill capacity, be in an area planned for infill development, and be in the center, corridor, or established community, as identified in SACOG's Sustainable Communities Strategy (SCS). Green Means Go is the Sacramento region's commitment and solution to California's housing, climate, and transportation problems. Activities for Green Means Go in FY 2022-23 are funded by two state revenue sources: a Strategic Growth Council grant (Sac228) and REAP funds from the Housing and Community Development department (Sac229).

Green Means Go – SGC Funds

Project #SAC228

This grant-funded project will support Sustainable Communities Strategy implementation in the Sacramento region by funding activation and early implementation activities in Green Means Go in order to lower the cost and risk of equitable infill development and, ultimately, catalyze needed residential infill development in those Green Zones.

The project activities will help demonstrate the market feasibility of the broader Green Means Go program and provide technical, outreach, and market economic resources to help the next set of corridors prepare for a capital investment. The goals of this project are to catalyze infill development, position the region for ongoing SCS implementation activities, and to serve as a model for other regions on how to effectively grow their communities while reducing greenhouse gas emissions.

Senate Bill (SB) 170 of the Budget Act of 2021, Chapter 240, Section 16 for Item 0650-101-0001 identifies \$4,000,000 be made available directly to SACOG's "Green Means Go" program. The activities through this project align with the corresponding state requirements of the supporting act, namely, reducing vehicle miles traveled and greenhouse gas emissions per capita and accelerating infill housing development.

This work will be performed by: SACOG Staff and consultants.

Tasks:

1. Theory of Change. (Monthly)
2. Technical Assistance/Advisory Services Panel. (Quarterly)
3. Green Zone Activation. (September – November 2022)
4. Early Green Zone Implementation. (September – November 2022)
5. Contract Management. (As needed)
6. Lessons Learned. (Quarterly)

Final Products:

1. Program guidelines. (August 2022)
2. Advisory Services/Technical Assistance panel. (November 2022)
3. Summary of matrix and evaluation review. (November 2022)
4. Executed MOUs. (February 2023)
5. Lessons learned workshop, awardee spotlight, online tracking tool. (June 2023)

Previously Work Completed:

1. Executed scope. (January 2022)
2. Master Procurement. (February 2022)

Total Expenses	\$ 3,711,050.92
Salaries and Fringe	\$ 209,622.06
Indirect	\$ 66,428.86
Consultant	\$ 435,000.00
Pass-Through	\$ 3,000,000.00

Total Revenues (includes deferred)	\$ 3,764,000.00
SB170 Strategic Growth Council (SGC) - Green Means Go	\$ 3,711,050.92
Deferred Revenues - SGC	\$ 52,949.08

Green Means Go - REAP 2 funds

Project #SAC229

Through AB 140 SACOG will receive approximately \$34 million in REAP 2021 funds. This funding must be used for “housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita vehicle miles traveled reductions, including accelerating infill development, supporting residents through realizing multimodal communities, shifting travel behavior through reducing driving, and increasing transit ridership.”

To meet these goals, SACOG is standing up the Green Means Go (GMG) funding program. The SACOG Board adopted a resolution at its June 2021 board meeting that formally established the regional Green Means Go pilot program and directed the state’s Sustainable Communities Strategy implementation funding to this pilot program. The program aims to accelerate infill development aligned with the goals and objectives of SACOG’s MTP/SCS. The program also will meet the requirements of the board’s Green Means Go resolution, including consideration of racial equity and inclusion, as well as economic equity, in developing the funding guidelines for the program.

Investments made through the program align with the following state planning priorities: (Gov’t Code § 65041.1), affirmatively further fair housing (Gov’t Code § 8899.50), housing element compliance, or sustainable communities’ strategy (or APS), equity, economic prosperity, and environmental sustainability.

This work will be performed by SACOG staff, consultants, and member agencies (with funding through SACOG via grants).

Tasks:

1. Application review. (September 2022 - February 2023)
2. Staff recommendation. (October 2022 – March 2023)
3. Final awards. (November 2022 – March 2023)
4. Tracking and invoicing. (Monthly)
5. Program grant close out. (May – June 2023)
6. Collect and report out awardee stories. (As needed)

Final Products:

1. Summary of staff review and working groups. (March 2023)
2. Board packet. (March 2023)
3. MOUs of funding awards. (March 2023)
4. Complete invoicing of SGC grant awards (possibly next FY). (June 2023)
5. Lessons learned workshop (possible next FY). (June 2023)

Previously Work Completed:

1. Project charter (January 2022)

2. Comments of state draft guidelines (January 2022)

Total Expenses	\$ 9,172,026.14
Salaries and Fringe	\$ 785,577.91
Indirect	\$ 248,948.24
Consultant	\$ 137,500.00
Pass-Through	\$ 8,000,000.00

Total Revenues (includes deferred)	\$ 32,965,000.00
Regional Early Action Planning Funds Formula Fund (REAP 2) - Green Means Go	\$ 9,172,026.14
Deferred Revenues – REAP 2	\$ 23,792,973.86

SACOG MANAGED FUND PROJECTS

Project #SAC400

Local agencies are awarded SACOG Managed Funds (SMF) when their projects contain non-eligible activities for federal or state transportation funds. These projects are often studies, analysis or planning and are mostly awarded to them during SACOG's bi-annual funding cycle. Projects receiving SMF do not have the federal reporting requirements and therefore an agreement between SACOG and the local agencies must be put in place. This program is mainly about the administration of the SMF MOUs.

The activities provide support to projects that will ultimately need to be ready for federal or state eligibility.

This work will be performed by: SACOG, its consultants or the recipient grant agencies.

Tasks:

1. Work with grant recipients on project scopes. (As needed)
2. Prepare Memorandums of Understanding for projects utilizing SMF funding. (As needed)
3. Sign MOUs. (As needed)
4. Process invoices for projects. (As needed)
5. Review and sign off on projects when completed. (As needed)

Final Products:

1. Signed Memorandums of Understanding with agencies that receive SMF funded grants from SACOG. MOU includes scope of work. (June 2023)

Previous Work Completed:

1. Preparation of MOUs for grant projects. (June 2022)

Total Expenses	\$ 1,200,000.00
Pass-Through	\$ 1,200,000.00

Total Revenues (includes deferred)	\$ 1,200,000.00
Use of SACOG Managed Fund Committed to Projects	\$ 1,200,000.00

SERVICES TO OTHER AGENCIES

Objective: To identify activities performed for other agencies.

Discussion: This work element accounts for carrying out projects, operations and administration of the Capitol Valley Regional SAFE program for the SAFE member counties and providing contractual support for the Glenn County SAFE.

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

Project #SAF100

This project is used to account for SACOG's administrative activities for implementing, operating, and maintaining the motorist aid system of call boxes within the Counties of El Dorado, Sacramento, San Joaquin, Sutter, Yolo, and Yuba. SACOG is reimbursed for these costs from the Capitol Valley SAFE Special Revenue Fund. SACOG staff will continue to work with partner counties on implementation of the CVR-SAFE Strategic Plan adopted in 2015.

This project is funded by local vehicle registration fees from the CVR-SAFE member counties. This program fulfills the motorist aid requirements of the CA State SAFE legislation.

Work will be performed by CVR-SAFE Program Manager and other SACOG staff.

Tasks:

1. Work with vendors to support the maintenance and operation of remaining call box system. (As needed)
2. Monitor ongoing call box operations for the six-county call box area. (Monthly)
3. Review consultant reports regarding call box usage and frequency of activity. (Monthly)
4. CVR-SAFE FY 22-23 draft and final budget. (Annual)
5. Provide CVR-SAFE Committee and board with project/budget updates and amendments. (As needed)
6. Process all vendor invoices for payment. (As needed)
7. Monitor and maintain 511 Traveler Information Systems. (app, web, and telephone based) (As needed)
8. Monitor Freeway Service Patrol activities. (As needed)
9. Identify next steps in implementing CVR-SAFE Strategic Plan. (As needed)
10. CVR-SAFE FY 23-24 draft and final budget. (Annual)

Final Products:

1. Bring recommendation items to board. (June 2023)
2. Provide draft annual budget. (May 2023)
3. Provide final annual budget and amendments. (June 2023 & as needed)
4. Provide annual SAFE Report to CVR-SAFE Committee, including Summary of call box calls for the year, Call box calls grouped by type of assistance, Bike Trail call boxes, Freeway Service Patrol Annual Reports of activity and types of assists. (June 2023)

Previous Work Completed:

1. Draft FY 2022-23 annual budget. (May 2022)
2. Final FY 2022-23 annual budget. (June 2022)
3. Draft FY 2021-22 annual budget. (May 2021)
4. Final FY 2021-22 annual budget. (June 2021)
5. FY 2019-20 Annual SAFE report. (September 2020)
6. Call box cellular upgrades and removals. (June 2020)
7. Responded to emails and phone calls about rideshare and transportation options through 511 website and phone line. (June 2021)
8. Closed out grant with Asian Community Center Rides service that expanded its senior transit services in Sacramento County. (June 2021)

Total Expenses	\$ 1,942,902.00
Pass-Through	\$ 1,042,000.00
Other	\$ 900,902.00

*SACOG Service to SAFE is in SAC500

Total Revenues (includes deferred) *	\$ 1,942,902.00
<i>CMAQ Toll Credit Match</i>	\$ 45,233.78
Federal Congestion Mitigation Air Quality (CMAQ)	\$ 394,366.00
Capitol Valley Regional Safe	\$ 1,548,536.00

* Total Revenues do not include Toll Credit Match

GLENN COUNTY SAFE

Project #SAF200

This project is used to account for SACOG administrative activities in accordance with the Contract with the County of Glenn, for implementing, operating and maintaining the motorist aid system of call boxes within the County of Glenn. SACOG is reimbursed for these costs from the Glenn County SAFE Special Revenue Fund.

This project is funded by local vehicle registration fees from the CVR-SAFE member counties. This program fulfills the motorist aid requirements of the CA State SAFE legislation.

This work will be performed by CVR-SAFE Program Manager and other SACOG finance staff. Very little time is needed for tasks related to billing the Glenn County SAFE for work done by CVR-SAFE call box contractors.

Tasks:

1. Monitor daily call box operations for the Glenn County call box area. (Monthly)
2. Process all vendor invoices for payment. (As needed)

Final Products:

1. Report activity to the County of Glenn upon their request. (As needed)

Total Expenses	\$ 17,593.00
Other	\$ 17,593.00

Total Revenues (includes deferred)	\$ 17,593.00
Glenn County SAFE	\$ 17,593.00

SACOG SERVICE TO SAFE

Project #SAC500

SACOG provides administrative services for Capital Valley SAFE and Glenn County SAFE (SAFE). This project is used to track SACOG services to SAFE. Specific tasks and final products are outlined in Service Authority for Freeways and Expressways Project #SAF100.

Total Expenses	\$ 270,222.96
Salaries and Fringe	\$ 205,196.54
Indirect	\$ 65,026.42

Total Revenues (includes deferred)	\$ 270,222.96
Capitol Valley Regional Safe	\$ 270,222.96

SACOG SERVICE TO ITS PLANNING AND OPS

Project #SAC501

This project is used to account for SACOG services for the planning and operations of Intelligent Transportation Systems (ITS) in the region. SACOG staff will continue to work with partner counties in planning and implementing ITS elements in the region.

Work will be done by SACOG staff.

Tasks:

1. Develop work scope and budget for future. (Annual)
2. Process all vendor invoices for payment. (Monthly)
3. Identify next steps in implementing Smart Region Plan. (As needed)
4. Work with local agencies in planning for ITS implementation projects. (As needed)
5. Coordination between various member agencies in implementing regional projects. (As needed)
6. Facilitating the ITS Partnership Meetings. (monthly)

Final Products:

1. Smart Region Implementation ongoing. (Annual)
2. ITS partnership meetings. (Monthly)
3. Coordination efforts. (Monthly)

Previous Work Completed:

1. Completed the Smart Region Sacramento plan.
2. Provided local plans for 8 agencies and Caltrans.

Total Expenses	\$ 31,111.83
Salaries and Fringe	\$ 23,625.08
Indirect	\$ 7,486.75

Total Revenues (includes deferred)	\$ 31,111.83
Capitol Valley Regional Safe	\$ 31,111.83

511/STARNET OPERATIONS*Project #SAF400*

Travelers in the Sacramento Region and beyond are able to dial one easy-to-remember telephone number for complete, comprehensive traveler information: 511. 511 provides access to information about all modes of travel: traffic conditions for commuters, bus and light rail information for more than 20 transit agencies, paratransit services for the elderly and disabled, ridesharing information, and information on commuting by bike in both English and Spanish. From a limited number of cellular phone providers, the additional option of roadside assistance is available which provides connection to our regions Call Box Call answering center.

The Sacramento Region, which includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties, is the primary area for this service; however, the number also links callers to 511 services in the Bay Area, Nevada, Oregon, and Butte and Glenn counties.

In conjunction with the phone service, the website www.sacregion511.org helps users plan their daily commute, access transit providers, find a carpool partner, and learn about bicycling as a commute option. With the traffic information on this site, users can check their commute options and know the road before they go. If users have saved routes associated with their phone numbers, the system will inquire if they wish to hear updates on their personal routes or any other 511 option. Users can have alerts on their routes pushed to their e-mail accounts or other personal devices as part of the new feature set.

511 is a joint project between SACOG, Caltrans, and other partners.

Tasks:

1. Manage consultants in implementing STARNET. (Monthly)
2. Coordination between member and partner agencies in piloting projects. (Monthly)
3. Coordination between emergency service agencies to implement StarNet. (Monthly)

Final Products:

1. StarNet support ongoing (Annual)

Previous Work Completed:

1. Manage consultants in implementing STARNET.

2. Coordination between member and partner agencies in piloting projects.

Total Expenses	\$ 485,000.00
Consultant	\$ 485,000.00

Total Revenues (includes deferred)	\$ 485,000.00
Capitol Valley Regional Safe	\$ 485,000.00

SACOG SERVICE TO 511/STARNET OPS

Project #SAC502

This project is used to account for SACOG services to 511/Starnet Operations. Specific tasks and final products are outlined in 511/StarNet Operations Project #SAF400.

Total Expenses	\$ 21,043.88
Salaries and Fringe	\$ 15,979.88
Indirect	\$ 5,064.00

Total Revenues (includes deferred)	\$ 21,043.88
Capitol Valley Regional Safe	\$ 21,043.88

DATA ACCESS LICENSE (BIG DATA)

Project #SAC201

This project will subscribe a big data platform to access land use, travel (including telework and VMT) and parking data to support 2024 MTP/SCS, 2028 MTP/SCS base year inventory, and other projects.

This work is not required by federal and state laws. It is part of SACOG's innovations in data and tool development.

This work will be performed by SACOG staff.

Tasks:

1. Project management (including procurement). (January – June 2023)
2. Transit ridership data collection. (Monthly)
3. Traffic counts data collection. (Quarterly)
4. Big data validation and reasonableness check. (As needed)
5. Project application. (As needed)

Final Products:

1. Authorized access to big data platform. (June 2023)

Previous Work Completed:

1. Big data Pilot Project for Transportation Planning. (December 2021)
2. Replica data maintenance subscription. (December 2022)

Total Expenses	\$ 198,615.95
Salaries and Fringe	\$ 83,997.35
Indirect	\$ 26,618.61
Consultant	\$ 88,000.00

Total Revenues (includes deferred)	\$ 198,615.95
Capitol Valley Regional Safe	\$ 198,615.95

INDIRECT PROJECTS

Objective: To provide management and administrative support of the agency's advisory role to local government on matters of interjurisdictional concern, its comprehensive planning program in transportation, and its mandates in airport land use planning, housing, air quality, and water quality.

Discussion: To provide management support of SACOG's transportation project funding and delivery efforts and its comprehensive transportation planning programs, the public information, technical services, various special projects, and local technical assistance.

INFORMATION SYSTEMS

Information Systems staff maintains and develops SACOG's computing and networking environment; provides programming and database application support; and prepares an annual Information Technology Plan to guide improvements to the environment.

Tasks:

1. An effective and well-maintained computing and information systems environment. (Ongoing)

FINANCE/ACCOUNTING/AUDITING

Staff performs a number of tasks, including the financial monitoring of grant awards, preparation of the annual operating and OWP budget, obtaining approval of the Cost Allocation Plan, preparation of various external and internal financial reports, and ongoing accounting and record-keeping duties. In addition, staff prepares and obtains approval of numerous third-party contracts to implement various components of the work program; arranges for the required annual financial and TDA audits and ensures their completion in a timely manner; maintains compliance with internal control structure and procedures for administering grants, ensuring that there are no violations of laws and regulations; provides risk management services; administers the purchasing policy; administers pass-through funds; and provides support to SACOG staff.

Tasks:

1. Various grant invoices for reimbursement. (Pursuant to grant requirements)
2. Various monthly/quarterly external/internal financial reports. (Monthly/Quarterly)
3. Agreements with funding agencies to secure funding. (Ongoing)
4. Obtain and maintain adequate insurance policies to provide necessary coverage for office facilities and equipment. (Ongoing)

Final Products:

1. Annual financial transactions report to the State Controller. (January 2023)
2. Annual financial audit of SACOG for fiscal year 2021-22. (December 2022)
3. Annual Operating Budget for FY 2023-24. (May 2023)
4. Cost Allocation Plan for FY 2023-24. (May 2023)

HUMAN RESOURCES

Responsible for SACOG's salary and benefits administration; human resource policy monitoring and compliance; recruitment of and recordkeeping for staff; insures compliance with all federal and state wage and benefit regulations; performs wage, benefit and classification studies; prepares updates to all

internal administrative documents, e.g., Personnel Rules, Classification Plan, Administrative Procedures; and interprets adopted agency policies and procedures for staff and external requests.

Tasks:

1. Maintain the Employee Handbook. (Ongoing)
2. Performance evaluation reports of staff. (Ongoing)
3. Maintain and administer agency compensation and benefits plans. (Ongoing)
4. Maintain personnel files. (Ongoing)
5. Prepare and maintain records of all payroll/personnel records. (Ongoing)
6. File and report payroll/personnel transactions to appropriate entities. (Monthly)

OFFICE OPERATIONS

Staff performs a variety of tasks including secretarial, receptionist, photocopying, mail processing, errand running, bulk mailing, office equipment maintenance, vehicle maintenance, meeting arrangements and scheduling, travel arrangements, FPPC reporting functions, and ensuring compliance with the Brown Act. This project includes all administrative functions involved with Board of Directors meetings, including the preparation, processing, and posting of agendas in accordance with the Brown Act, agenda package assembly, and preparing minutes of the meeting. Staff also provides administrative support to Board committee meetings. Administrative functions include programming and training of word processing system utilized by all staff, as well as maintenance of pertinent office forms, records, and documents.

Tasks:

1. Agendas and staff report for monthly Board of Directors and committee meetings. (Ongoing)
2. Agency correspondence, forms, and documents. (Ongoing)
3. Minutes of Board and committee meetings. (Ongoing)
4. Maintain and administer legal agreements with third-party contractors, partner agencies and others. (Ongoing)

**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
FISCAL YEAR 2022-2023 BUDGET AND OWP - DRAFT
INDIRECT COSTS**

Total Direct Salaries from OWP (includes BOA)	\$	4,433,010
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Total Indirect Expenditures		3,611,053
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Carry Forward (+/-) from FY 2020-21		(203,585)
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Adjusted Indirect Total Costs¹		3,407,468
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INDIRECT RATE - FY 2022-23

(Total Adjusted Indirect Costs ÷ Total Direct Salaries from OWP)		76.87%
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EXPENDITURES:

Amount

Building Cost	750,788
Career Development Program	75,000
Consultants	185,000
Depreciation	100,000
Insurance	126,906
Legal	186,297
Memberships	40,000
Miscellaneous	42,500
Office Equipment	45,000
Parking	10,500
Postage	500
Printing	1,000
Publications	1,500
Software & Maintenance	366,009
Supplies	10,000
Telephone/Telecommunications	22,500
Salaries and Benefits (Base Salary only)	1,647,553
TOTAL FOR FY 2022-23	\$ 3,611,053

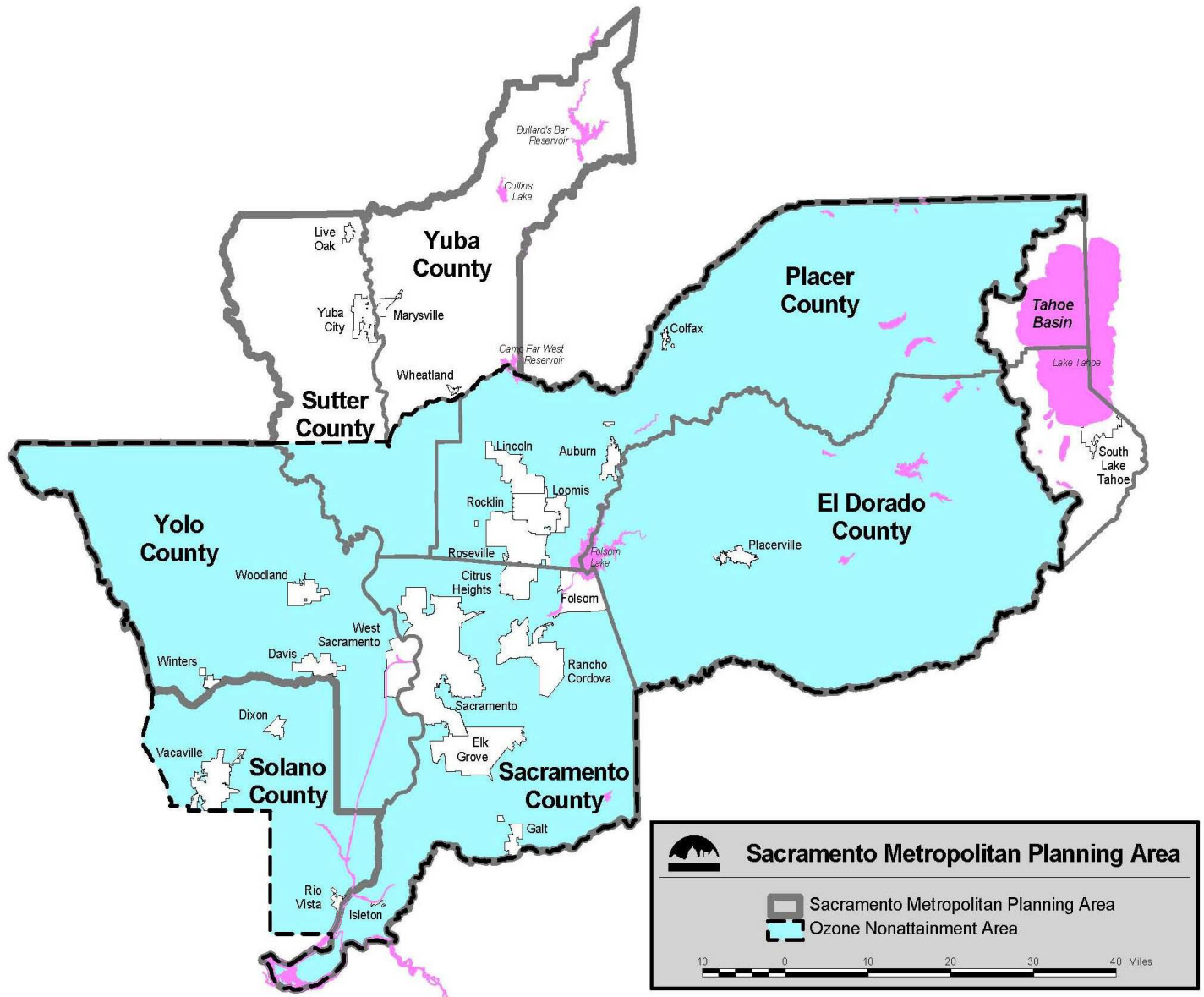
¹This dollar amount includes the over-absorbed amount of \$203,585 from FY 2020-21 Indirect Cost Calculation, per FTA/Caltrans ICAP audit procedures.

Overall Work Program Appendix

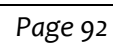
SACOG

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MAP: SACRAMENTO METROPOLITAN PLANNING AREA



OWP FY 2022-23 — DRAFT March 1, 2022



GLOSSARY

ADA – Americans with Disabilities Act

AHSC – Affordable Housing and Sustainable Communities

ALUC – Airport Land Use Commission

ALUCP – Airport Land Use Compatibility Plans

APCO – Air Pollution Control Officer

ATP – Automated Trip Planning

BIPOC – Black, Indigenous, and People of Color

CALCOG – California Association of Councils of Government

CALTRANS – California Department of Transportation

CalOES – California Office of Emergency Services

CARB – California Air Resources Board

CBO – Community Based Organizations

CCJPA – Capitol Corridor Joint Powers Authority

CEQA – California Environmental Quality Act

CFPG – California Federal Programming Group

CFR – Code of Federal Regulations

CMAQ – Congestion Mitigation and Air Quality

CMP – Congestion Management Process

COG – Council of Governments

CPG – Consolidated Planning Grant

CPID – Center for Public Interest Design

CROP – Coordinated Rural Opportunities Plan

CTC – California Transportation Commission

CVR-SAFE – Capitol Valley Service Authority for Freeways and Expressways

EDCTC – El Dorado County Transportation Commission

EEI – Engage Empower Implement

EIR – Environmental Impact Report

EMFAC – Emission FACtors

EOC – Emergency Operation Centers

EPA – Environmental Protection Agency

FAST Act – Fixing America’s Surface Transportation Act.

FHWA – Federal Highway Administration

FPPC – Fair Political Practices Commission

FTA – Federal Transit Administration

FY – Fiscal Year

GHG – Greenhouse Gas

GIS – Geographic Information System

GRH – Guaranteed Ride Home

GTFS – General Transit Feed Specification

HBP – Highway Bridge Program

HCD – Housing and Community Development

HIP – Highway Infrastructure Program

HSIP – Highway Safety Improvement Plan

IIP – Interregional Improvement Program

INIT – Innovations In Transportation Inc.

ITS – Intelligent Transportation Systems

JPA – Joint Powers Agreement

LEHD – Longitudinal Employer-Household Dynamics

LTF – Local Transportation Fund

MAP-21 – Moving Ahead for Progress in the 21st Century

MOU – Memorandum of Understanding

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

MTC – Metropolitan Transportation Commission

MTIP – Metropolitan Transportation Improvement Program

MTP – Metropolitan Transportation Plan

MTP/SCS – Metropolitan Transportation Plan/Sustainable Communities Strategy

NEPA – National Environmental Policy Act

NHS – National Highway System

NMPRDS – National Performance Management Research Data Set

NTD – National Transit Database

OWP – Overall Work Program

PAC – Policy Advisory Committee

PCTPA – Placer County Transportation Planning Agency

PD – Project Design

PEMS – States Freeway Performance Measure System

PEP – Project Evaluation Process

PEV – Plug-in Electric Vehicle

PI – Paratransit, Inc.

PM – Particulate Matter

POAQC – Project of Air Quality Concern

PPA – Project Performance Assessment

PROJECT EXPENDITURE ESTIMATE – Cost Estimate

PTMISEA – Public Transportation Modernization, Improvement, and Service Enhancement Account

REAP – Regional Early Action Planning

REI – Race, Equity, and Inclusion Initiative

RFI – Request for Information

RFP – Request for Proposal

RFQ – Request for Quotation

RHNA – Regional Housing Needs Allocation

RHNP – Regional Housing Needs Plan

RIP – Regional Improvement Program

ROS – Route Optimization Study

RPA – Regional Planning Agency

RPP – Regional Planning Partnership

RSTP – Regional Surface Transportation Plan

RTP – Regional Transportation Plan

RTPA – Regional Transportation Planning Agency

RUCS – Rural-Urban Connections Strategy

SaaS – Software-as-a-Service

SACOG – Sacramento Area Council of Governments

SacRT – Sacramento Regional Transit

SACSIM – Sacramento Activity-Based Travel Simulation Model

SAFE – California Service Authority for Freeways and Expressways

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SB1 – Senate Bill 1

SCG – Staff Coordinating Group

SCS – Sustainable Communities Strategy

SCT Link – South County Transit Link

SECAT – Sacramento Emergency Clean Air and Transportation Program

SEMS – Standardized Emergency Management System

SDC – State Data Center

SGR – State of Good Repair

SIP – State Implementation Plan

SMF – SACOG Managed Funds

SMQAMD – Sacramento Metropolitan Air Quality Management District

SPR – State Planning and Research

SRTD – Sacramento Regional Transit District

STA – Sacramento Transportation Authority

STA Fund – State Transit Assistance Fund

STARNET – Sacramento Transportation Area Network

STBGP – Surface Transportation Block Grant Program

STIP – State Transportation Improvement Program

STP – Surface Transportation Program

TAC – Technical Advisory Committee

TAM – Transit Asset Management

TAZ – Transportation Analysis Zone

TCC – Transit Coordinating Committee

TCM – Transportation Control Measure

TDA – Transportation Development Act

TDM – Transportation Demand Management

TMA – Transportation Management Associations

TOD – Transit-Oriented Development

TRPA – Tahoe Regional Planning Agency

U.S. DOT — U.S. Department of Transportation

U.S.C. — United States Code

VMT – Vehicle Miles of Travel or Vehicle Miles Traveled

YCTD – Yolo County Transportation District

WHAT WE DO

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within.

SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air, and airport land uses.

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EXECUTIVE STAFF

James Corless
Executive Director

Erik Johnson
Deputy Executive Director of
Operations

Kacey Lizon
Deputy Executive Director of
Planning & Programs

PROJECT STAFF

Loretta Su
Finance Director

Angelina Catabay
Grants/Budget Analyst



1415 L Street, Suite 300
Sacramento, CA 95814
tel 916.321.9000
tdd 916.321.9550
sacog.org

